WPS 34485

FIRST LOOK: 1983 HONDA CR & KAWASAKI KX

MOTOCROSS ACTION MAGAZINE

NOVEMBER 1982
• $1.75 UK95P

BRAD LACKEY: "NOBODY THOUGHT I COULD DO IT"

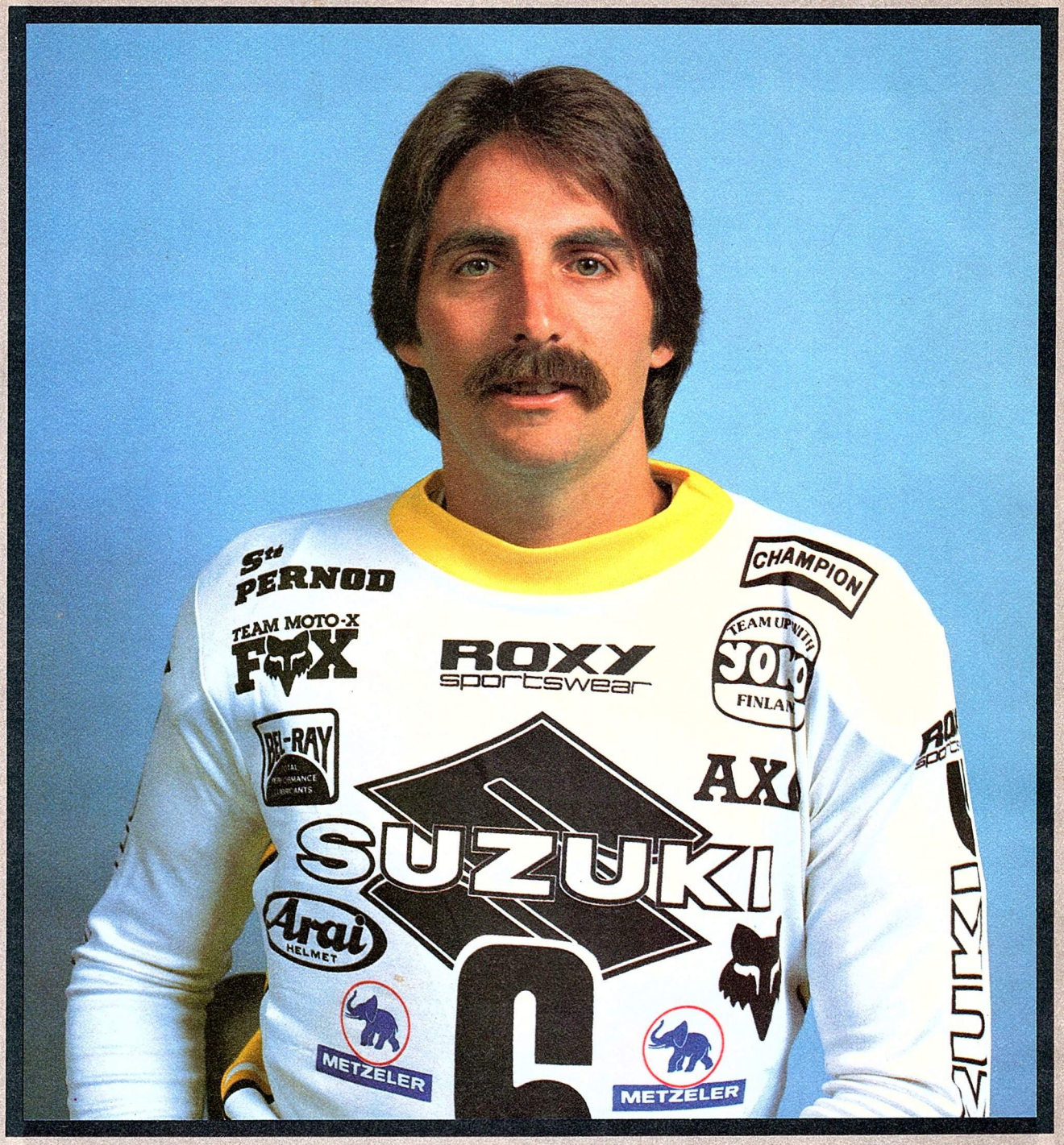
YAMAHA'S NEWEST YZ: A CLASS WINNER

250 WORLD COUNTDOWN: A FIGHT TO THE FINISH

MIKE BELL: "DON'T COUNT ME OUT"

BRAD LACKEY 500 WORLD CHAMPION

USPS 986-340



America, may we present your first motocross World Champions...

Brad Lackey

500cc World Champions

MOTO-X FOX

New SuperFox Quick-Draw Boots!

SuperFox Quick-Draw Boots We already knew we had one of the best leather boots on the market with features like sturdy, yet supple Italian leather for durability and comfort, and exclusives like the anti-slip motocross soles. But, we wanted SuperFox Boots to be the best. That's why we've improved them even more with a new hidden Quick-Draw lace system for the ultimate in support and protection. While a new Velcro closure system for the front piece makes SuperFox Boots easier and quicker to put on and take off than ever before.

Order your new SuperFox Quick-Draws today and see why they're the favorite of 125 cc National and Supercross Champion Mark "Bomber" Barnett. Motocross in Red or Black, and Enduro in Black. Sizes 6-13. **$135.00**

A.

B.

C.

D.

Race Paws C. The mitt preferred by Barnett, Noyce and Carlqvist from YOKO Team of Finland. Full back hand protection, sides that breathe and expand, and light palm padding. In Red/Yel, Blu/Yel, Red/Whi/Blu, Yel/Blk and Grn/Whi/Blu. Sizes S(8), M(9), LG (10) and XLG(11). **$25.00**

Grand Prix D. New lower price on this popular style glove with lightly padded palms, nylon cloth back with full padding protection. In Blu/Yel, Blk/Yel, Red/Yel/Blk and Red/Whi/Blu. Kid's sizes S(5), M(6), LG(7) and adult's S(8), M(9), LG (10) and XLG(11). Just **$19.95**

Dirt Paws A. A great new glove at an unbelievable price! Padded leather palms, vented nylon backs with padded protection. In Red/Yel/Blk and Blu/Yel/Blk. Kid's sizes S(5), M(6), LG(7) and adult's S(8), M(9), LG(10) and XLG(11). Just **$15.00**

Cool Paws B. Our hot new glove from YOKO Team of Finland offering maximum protection, maximum comfort and maximum venting for the hottest summer competition. White only. Sizes S(8), M(9), LG(10) and XLG(11). **$26.00**

SuperFox Jerseys Cool cotton/polyester comfort in Team Brand designs for Suz, Hon (Red or Whi), Yam (Yel or Red), Kaw, Hus, Mai and KTM or Team Moto-X Fox in Yel w/Red, Yel w/Blu, Yel w/Blk, Red w/Blu, Whi w/Grn and Whi w/Red. Sizes S, M, LG, XLG. **$16.50**

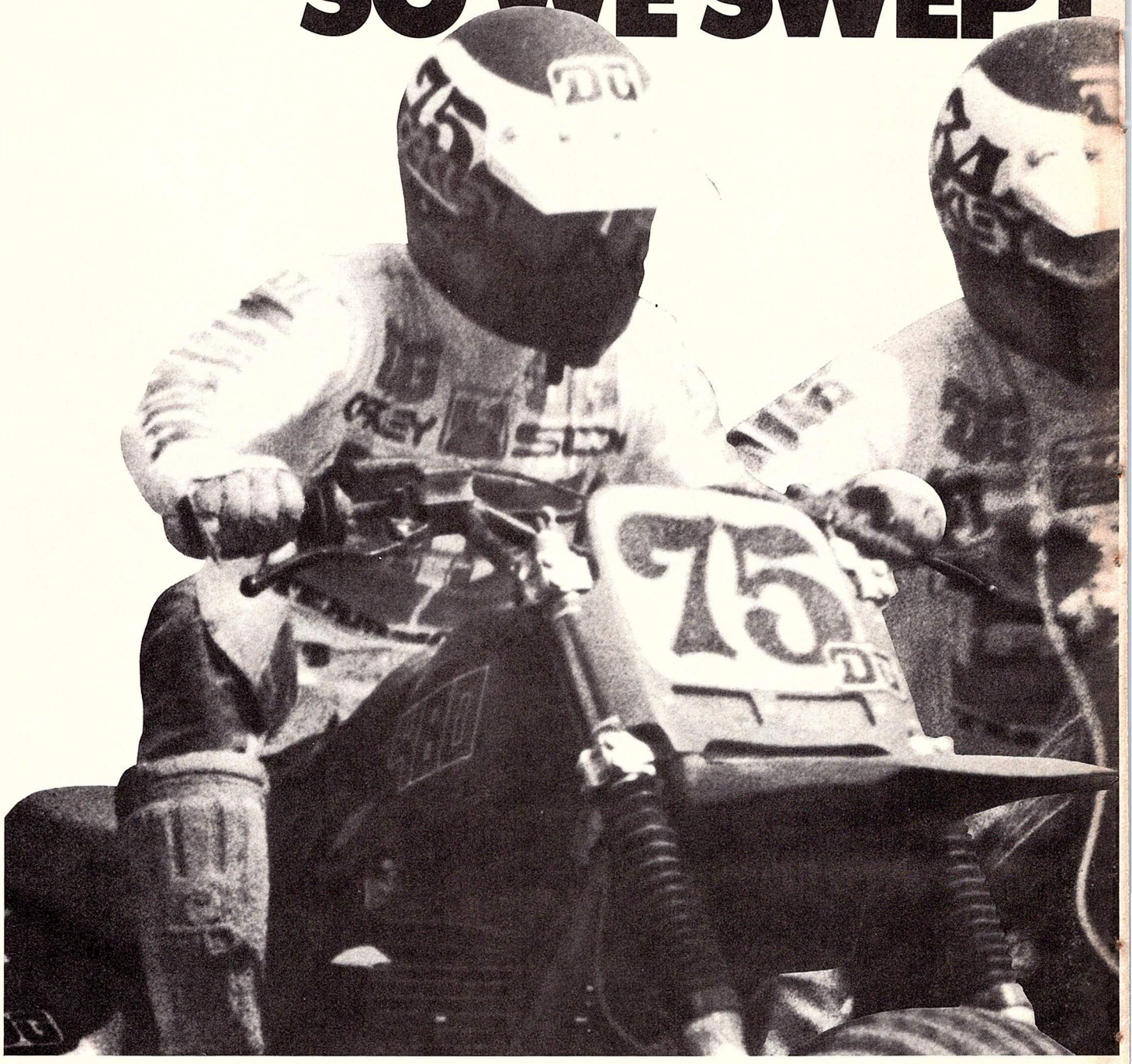
Order Free! (800) 538-6854
In Calif. call (408) 371-1221

We accept MASTERCARD and VISA charge cards or will ship C.O.D. There is a $1 handling charge on orders over $15, or a $3 handling charge on orders less than $15. California residents pay sales tax. Credit card and C.O.D. orders sent freight charges collect. We pay freight on pre-paid orders when you send money order or certified check along with your name, address and complete description of product to Moto-X Fox.

MOTO-X FOX
520 McGlincy Lane, Campbell, CA 95008

Honda ATC® racers clean up at SCORE/Riverside Off-Road World Championship.

WE DIDN'T WANT SO WE SWEPT



At Honda, we've been saying for years that we build the most advanced, the most complete and the most three-wheelers in the world.

Now while those are some pretty sweeping statements, our racers have been backing them up by doing some sweeping of their own.

Take the Riverside Off-Road World Championship for example. Because that's just what they did.

They took it.

In the 250 class it was Team Honda's Dean Sundahl and Mark Weixeldorfer riding ATC®250Rs. In the 200 class it was Team Honda's Curtis Sparks and Tommy Gaian.

TO MISS A SPOT, EVERYTHING.

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1982 American Honda Motor Co., Inc. ATC® is a registered Honda trademark.

And in the open class, Team Honda's Mike Coe and Fred Wing. Filling out the top spots in each class were Honda mounted riders Dan Lamey, Tim Hoy and George Neary respectively.

That's nine places up for grabs and nine Honda ATCs grabbing them.

Which may make it seem like we don't believe in competition. But we do. We just have to build it ourselves.

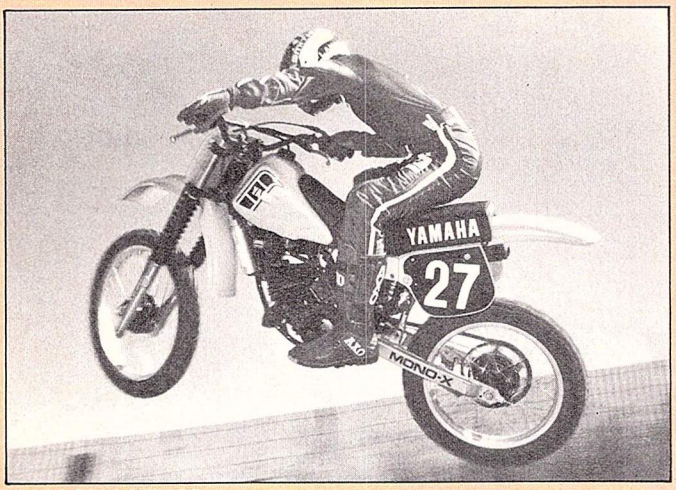
HONDA

FOLLOW THE LEADER

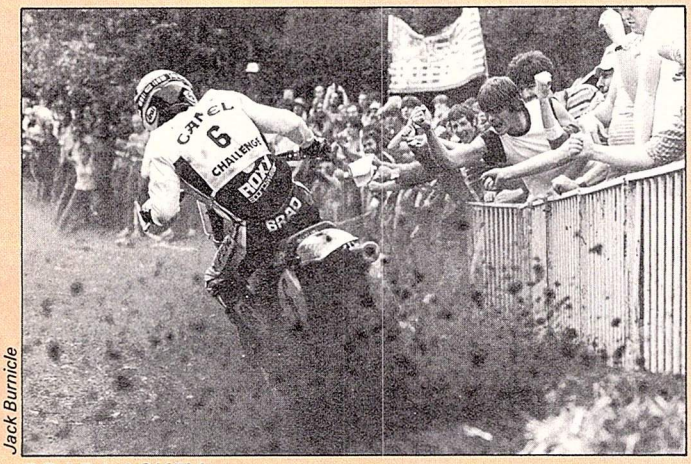
MOTO PEAK
SCOTT
JR
SCOTT
"They aren't kidding when they say Winners wear Scott."
I've been wearing the Scott System for years, long before I got on the National scene. Now as a professional, I still wear Scott goggles, with the Scott face mask and I'm using the new tear-off system. I wore the Scott system when I won the 250cc National and Supercross Championships. And I'll keep on wearing Scott–because they're number one–*and I'm number one.*
Sun Valley, Idaho
SCOTT USA
WE'RE NUMBER ONE.
Donnie Hansen
1982 250cc National Champion
1982 Supercross Series Champion
1981 Motocross & Trophee Des Nations Champion

NOVEMBER 1982
VOLUME 10, NO. 11

MOTOCROSS ACTION MAGAZINE



YAMAHA YZ100J



Jack Burnicle

BRAD LACKEY

Paul Buckley

250 USGP

BIKES

22 1983 PROTOTYPES
A look at the first test models
66 YAMAHA YZ100J
Is this the best bike of 1982?

SPORT

40 LUXEMBOURG 500cc GRAND PRIX
At last, Lackey is as good as gold
42 BRAD LACKEY
1982 500cc World Champion
60 UNITED STATES 250 GRAND PRIX
LaPorte begins to open the door
70 CALIFORNIA FOUR-STROKE CHAMPIONSHIPS
Johnson, Karsmakers, Jones, McKenna . . .

FEATURES

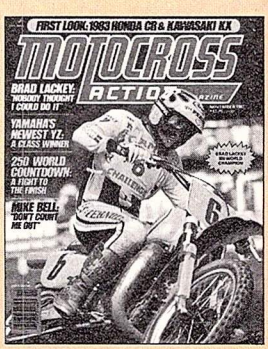
20 CASTRE GAUNTLET GLOVES
Elbow room
32 TEAM MXA'S PRO-TRAC TRAILER
The peak of moto-chic
36 MOTO-CHALLENGE
I haven't missed one yet
68 MAKING AN RM100
How to lose horsepower
72 WHITE POWER SUPER ADJUSTER
Making the Mono better

PERSONALITIES

24 MEET MIKE BELL
All about winning and losing and winning again
53 TALKING WITH THE NEW WORLD CHAMP
Today the world, tomorrow the U.S.?

REGULAR STUFF

9 ON THE MAINJET
11 JODY'S BOX
12 DIRT
14 ASK THE MXperts
16 MAIL ENTRIES
18 TRICKS OF THE TRADE
82 BERMSHOT


FIRST LOOK: 1983 HONDA CR & KAWASAKI KX
MOTOCROSS ACTION
BRAD LACKEY: "NOBODY THOUGHT I COULD DO IT"
YAMAHA'S NEWEST YZ: A CLASS WINNER
250 WORLD COUNTDOWN: A FIGHT TO THE FINISH
MIKE BELL: "DON'T COUNT ME OUT"

COVER:—After ten years of grueling Grand Prix competition "Bad" Brad Lackey makes motocross history by becoming the first American to win a World Championship. Photo by Luc Verbeke. Color separation by Valley Film.

MOTOCROSS ACTION Magazine (USPS 986-340)(Nov. '82) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $14.98 for 12 issues (one year). Canadian orders add $4.00 per year additional for postage. All other foreign add $5.00 per year. Copyright © 1982 by Daisy/Hi-Torque Publishing Co., Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION Magazine, P.O. Box 317, Encino, California 91316.

your choice

Not all gloves are created equal. Sinisalo world champion motocross gloves are the only "first class" motocross gloves available in the world today!

Choose any one of Sinisalo's five designs and you'll see the finest Finnish craftsmanship. We use only the very highest quality leather and nylon held together by the strongest thread. They're European tough and made to stay that way all season long. Just ask world champion Erik Geboers, Heikki Mikkola, Andre Vromans and almost every top American racer.

Now pick up the competition and compare. You won't find European quality because they're made where price is more important and they're still more expensive. Worst of all, they're not Sinisalo. There's no comparison. There is only one choice. Sinisalo.

SINISALO

SINISALO U.S.A.
21115 Devonshire St., Ste. 133
CHATSWORTH, CA 91311

MOTOCROSS ACTION

JODY WEISEL
Editor

DENNIS COX
Associate Editor

LANCE MOOREWOOD
Field Test Supervisor

GARY JONES
Test Consultant

DESIGN AND PRODUCTION

DENNIS WEST
Art Director

DEBBIE BRITTON
Assistant Art Director

HERBERT THOMPSON
Assistant Art Director

CINDI GOLDEN-MOORE
Production Editor

SUSAN BUCK
Assistant Production Editor

CINDI GOLDEN-MOORE
Typography

MELISSA LOVEN
Photo Lab Technician

ADVERTISING OFFICES

SCOTT WALLENBERG
National Advertising Director

MARK THOMAS
Account Executive

TAMMY WERT
Account Executive

ROBERT REX
Advertising Sales

BARBARA PENTON
Advertising Administrator

HELEN KLUTE
Advertising Coordinator

ZAHAVA SEGAL
Account Administration

DAISY/HI-TORQUE PUBLISHING CO., INC.

ROLAND HINZ
President and Publisher

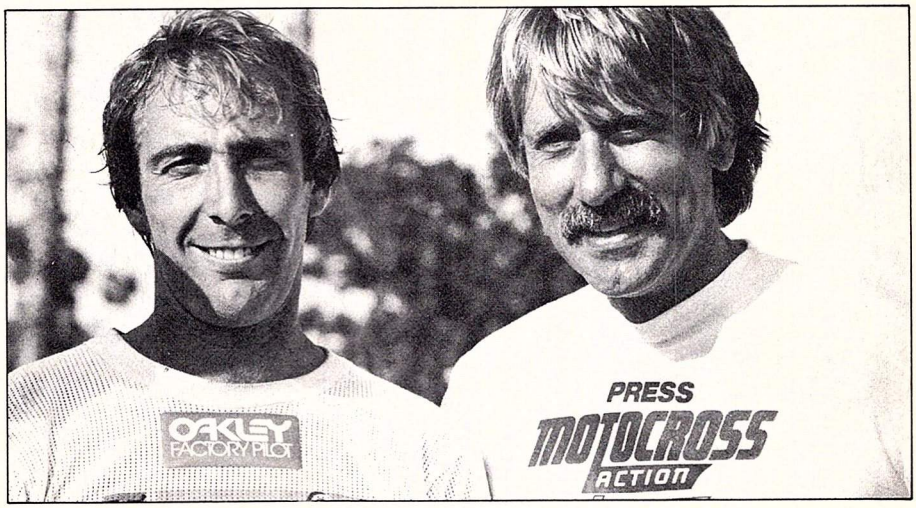
WILLIAM R. GOLDEN
Consultant and Founder

NANCY PAYNE
Customer Relations

16200 Ventura Blvd.
Encino, CA 91436
(213) 981-2317

ABC

On The Mainjet



By Roland Hinz

☐ American motocross is starting to make sports history, and visible signs of this increase in prestige are everywhere. Brad Lackey and Danny LaPorte proving to the world that American riders are the best, and the 69,010 fans who jammed the Last Superbowl of Motocross to give it a proper farewell show the sport's drawing power. Our sport has come a long way, but we have just tapped the surface. Expansion is just around the corner, with Supercross planning to foray into four additional cities: Dallas, Phoenix, Oakland and New York. When motocross hits the Big Apple with the shock waves that have been set in motion at the L.A. Coliseum, European Grands Prix and on *ABC Wide World of Sports,* motocross just might take off faster and go farther than we had hoped for in our dreams.

There is little doubt that the sport is growing up, and can in fact be moved into the mainstream of the American sports scene. America is ready for motocross, but is motocross ready for America?

In a scene repeated at press conferences across the nation, we are often reminded of what a small and closed community the motocross group has become. And how we, the fans and motorcycle press, have sheltered our riders from the real, and larger, world out there. At the Wrangler Supercross press conference prior to the Last Superbowl of Motocross, America's top racers were presented to the general press, and the assembled group of sports writers, sport-jacketed TV sportscasters, and radio press could not have come away favorably impressed.

Reggie Jackson, Magic Johnson, Jack Nicklaus and Joe Namath are examples of spokesmen for their sports. These professional athletes are the crusaders, missionaries, advertising agents and boosters for their athletic following. They understand the press, its function and how important it is to the growth, development and success of their chosen trade. Each sport's star is bigger than his sport. Reggie Jackson, for example, is widely known outside of the closed inner sanctum of baseball players, and it is his off-the-field communications skills that have transcended the boundaries of the baseball diamond.

If baseball, football and basketball need their O.J. Simpsons and Tug McGraws, then motocross has to have riders with communications skills. If we are to be recognized as full citizens in the sports world, we have to begin by preparing our riders to be number one spokesmen. If their off-track communications skills were half as good as their outstanding riding skills, we would quickly be filling the sports pages, newscasts and radio spots. Every sport needs heroes, and wants those idols to be recognized by a larger circle. But this will not happen until they learn to live within the requirements of that larger world.

A motocross racer being interviewed by Keith Jackson or Jackie Stewart cannot mumble his way through $250,000-a-minute TV time. It is an ad for the sport, the sport that pays him his salary, and it needs to be done with the same aplomb and grace that other sports' stars use. The factories that employ our talented young superstars should take the time to train, culture and bring out that natural communicative skill that all winners have. Manufacturers, riders, racing teams and the sport in general stand to gain ground when a rider dresses, speaks and acts like the star of a serious sport; and, conversely, it loses every time a rider shows up in a T-shirt and jeans, or shorts and no shirt, to do a major press conference.

In essence, the industry needs to better prepare its riders to meet the demands of a bigger world. We are going to be champions. Will we act like champions? ☐

BEL-RAY

He's a legend. He's a star. And now he's the greatest American Motocross hero. Brad Lackey has come home to America bringing the World 500cc Motocross Championship trophy in one hand and Bel-Ray's new MC-1+ in the other. For years Brad and Bel-Ray have campaigned together. And for years Bel-Ray's full line of total performance lubricants have been the World Champion's oil. So when Bel-Ray introduced new MC-1+ and Brad put it in his works machine, it was inevitable that Bel-Ray's winningest oil would mix with America's favorite rider to help make him the first ever American 500cc World Motocross Champion.

So from one champion to another, "Congratulations Brad – and way to go partner!!"

Bel-Ray Company, Inc.
Farmingdale, New Jersey

BEL-RAY
TOTAL PERFORMANCE LUBRICANTS

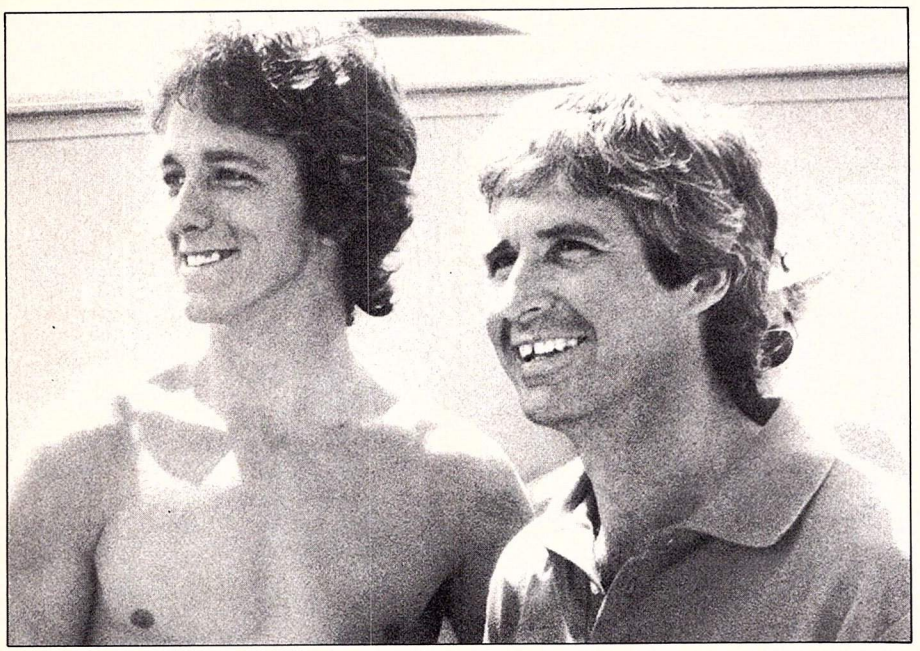
Western Headquarters
10015 Muirlands Blvd. (G)
Irvine, California 92714
(714) 859-0933

The Lubrication Leader.

1982 WORLD CHAMPION
BRAD LACKEY 500 CC MOTOCROSS

The Clean Power *of Bel-Ray's new MC-1+ is available direct by mail. Minimum order 4 - 12.3 oz. bottles @ $3.25 each. Send Check or Money Order (no C.O.D.s please) for $13.00 plus $3.00 shipping and handling to Bel-Ray Company.*

Jody's Box



By Jody Weisel

☐ I'm a hard charger. I come in really fast, lock up the brakes, scream at the guy in front of me, force him out of the line and put the *block pass of death* on anybody who gets in my way. I don't mean to be a bad guy, but if you don't assert yourself you'll never get any level ground in the pits. Some riders are known for their style on the track, or their aggression in close-quarters racing, while a few get a bad rap for wild riding. When it comes to parking in the pits, I am an assassin.

There are keys to successful pit parking, and let's be up-front about the whole affair —there is little or nothing more important in motocross than finding the best place to park in the pits. Good results won't make up for being downwind of the Port-a-cans; two back-to-back runaways can't remove the pain of parking next to Little Johnny Nerd and his 15,000-rpm minibike; nor will having the best day of your life compensate for having your two-wheeled bank account fall off the milk crate 20 times because you parked on a 45-degree incline.

How many times have you pulled into the pits, snuggled your personal (but not as sano) version of the Jodymobile into the perfect slot, only to have some duck park 13 inches away from you? Or how about the days when you spend too much time swooping on the score girls and almost miss your moto? As you hotfoot it back through the pits, you find 27 guys have strung banners around their squatter's land grant. You vault over three, trip over two, rip down four and knock over a sun awning trying to get back to your bike before the gate drops. And I don't suppose there is a professional pit parker who hasn't had Danny Disco park next to him, only to open the doors of his van, revealing a stereo system with the wattage output of Terre Haute, punch in a B-52 tape, turn it wide open and bust all of the Gatorade bottles in your ice chest. Was it Memorex or Moron?

Take last Sunday, for example. I got to the track excruciatingly early. Not because I like to get up early, but the fan clutch on the water pump was out on the incredible Jodymobile, and driving to Saddleback in the cool morning hours (before the sun came up) meant that it wouldn't overheat. Once into the pits I Parnelli Jones-ed it past Jimmy Mac, block-passed the Floyd Brothers and beat that foreign rider Johan Milling (I think he was foreign because when I yelled at him to get out of the way, he did) down to my personal parking spot upwind of the Port-a-cans, 100 feet from the concession stand, 25 yards from sign-up, within sight of the score girls and on level ground. It would have been perfect, but before I could jump out of the Jodymobile, toss milk crates, ice chest, and lawn chairs around the perimeter, set up my bike and plant Claymore land mines, Crazy Dave rocketed through the pits, power-slid down the hill and parked behind me.

"Say, Dave," I asked politely, "could you move that ugly garbage can you drive so I can get my bike out of the back of my truck?"

Dave revved up the motor, dropped it into first and created a dust cloud that reminded me of the second moto last week. When the air cleared I had room to unload my bike, but I couldn't get out of my door.

"Hey, Dave, thanks a lot," I said with the utmost courtesy. "Now could you move so I don't have to climb out the passenger window?"

When the dust cleared for the second time, Dave's van was out of my way, but he was back behind my truck again.

"Hey, Dave! Don't get excited. This isn't an acid flashback, but could you move that ugly garbage can you drive so I can get my bike out of the back of my truck?" I asked with sincerity and respect for Dave's delicate mental state.

When the dust cleared Dave was gone. I don't think he ever really planned to pit next to me anyway. In a rush I got my bike, ice chest, lawn chairs, awning, and tools spread out. Things were looking good. I had currently grabbed about one acre of prime Saddleback pit all for myself.

Jimmy Mac drove up. I thought he was pitting up on the ledges, but he had left because Crazy Dave had come up and parked so close to him he couldn't get his bike out of his truck. I moved my bike and let him park next to me. The pits were filling up all around, and everybody was glaring at the Mac and me because we had half an acre each. Ketchup Cox pulled up next. His tie-down had popped coming down the hill and his Husky 500 was dragging along behind his truck. He pulled in, ran over my ice chest, and since he was already unloaded, we had to let him stay.

Practice was about half over when Lance the Trance showed up. "I would have been on time, but the battery went dead on my alarm clock," he said when we asked him what happened. We had to let him park because there wasn't any room left anywhere else in the pits, and he had a new girlfriend with him. Pit rule number one is that guys with good-looking girlfriends always get to park near you.

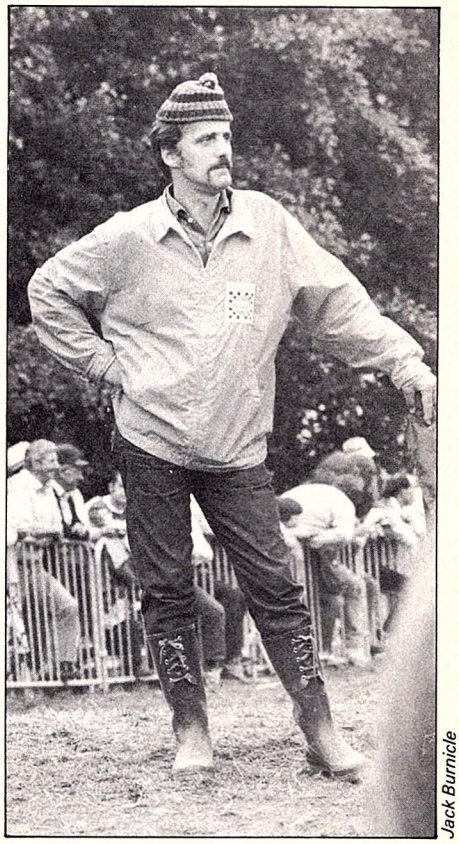
By the time the races started I was wedged into ten square feet of pit. I had to open the door of the Jodymobile to adjust the chain on my bike. Twenty-eight people I didn't know were sitting under my sun awning, my lawn chairs had disappeared, Danny Disco was sitting in the front seat of my truck listening to my cheap, tinny radio (Crazy Dave had crashed through the fence in practice, smashing into Danny's van and busting his door speakers), and Little Johnny Nerd was doing donuts four feet away because we were the biggest audience in the pits. Everybody seemed to be having a wonderful time. It is kind of nice to be right in the center of the action.

"This is what motocross is all about," I thought to myself. Good friends, good times and good racing. It would have been just about perfect if the wind hadn't changed. ☐

Dirt

CA PLANE POUR LUI
Vu dans le dernier numero de *Motocross Action,* (mensuel americain exclusivement consacre au cross) ce magnifique instantane pris lors du Super-cross de Seattle. On n'a pu resister au plaisir de vous en faire profiter . . .

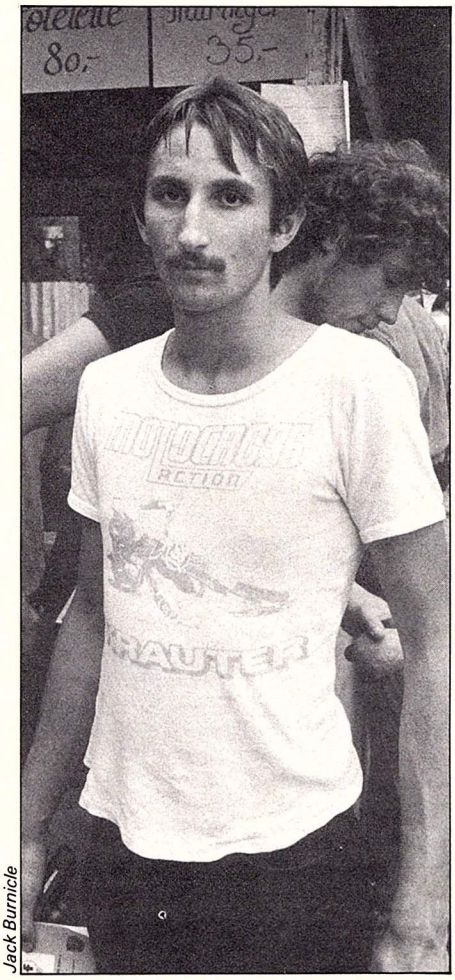
This item appeared in a recent issue of the French magazine MOTO REVUE. It is a reprint of our "Bermshot." They couldn't resist bringing their readers this "magnifique instantane pris lors du Super-cross de Seattle." We couldn't either.



Jack Burnicle

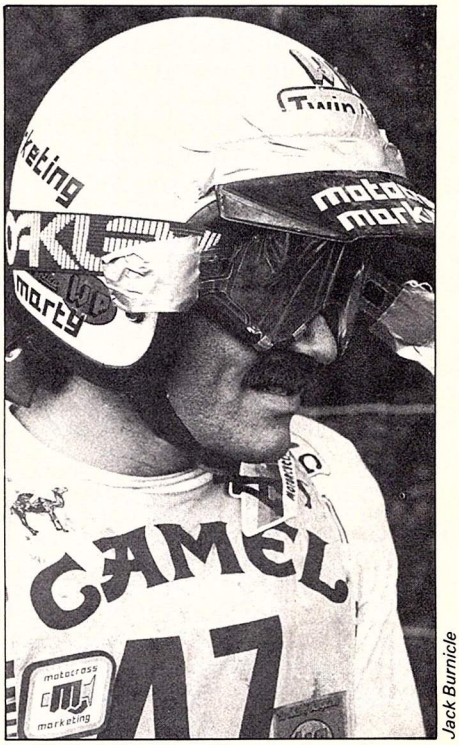
Flag men in Europe have a characteristic look all their own. It beats the American flag men, who would be sleeping under a tree.

Insiders report that Bob Hannah is feuding with Yamaha. Bob skipped a recent 125 National, prompting pit puns to nickname him "Bobby No-Show."



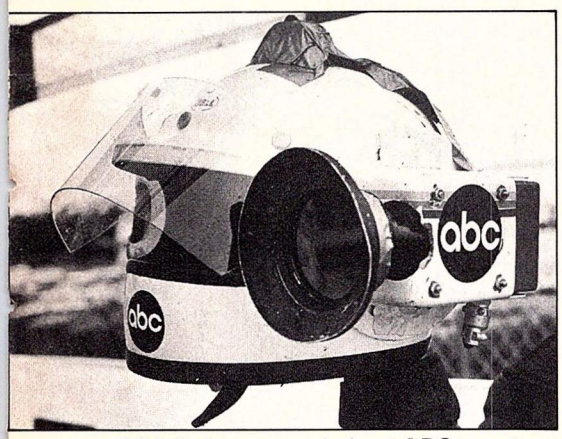
Jack Burnicle

At the Luxembourg GP, this young spectator showed up with a bootleg MXA T-shirt.



Jack Burnicle

Marty Moates has hung up his leathers for the time being, and is currently planning on working in the fish restaurant business.



This is the camera helmet ABC uses to film the USGP. Never fear, it has a brick taped to the other side to balance it out.

Hotshot SoCal 125 rider Rick Maki has spent the second half of this season campaigning bikes that are sponsored by TV commercial actor Mr. Whipple. Please don't squeeze the throttle! □

TUF Racing Products & HALLMAN USA

PRESENT

"THE GREAT HALLMAN GIVE AWAY"

Buy a pair of our Hallman Pro GP Motocross Pants at the regular price of $99.95 and we'll throw in FREE a World Class MX Jersey (reg. $16.95) and a pair of new DeCoster II MX Gloves (reg. $24.95). A savings of nearly $45.00!! Hurry, supplies are limited. All team colors available with Yam. Available in red/wht. or yel/blk. Pants in sizes 28–36, Jerseys in S,M,L,XL, and Gloves in S,M,L.

WOW!! That's TUF to Beat.

WORLD CLASS VENT PADS
protection, comfort and style from Hallman.
Avail. in yel/blue, yel/blk, yel/red, and blue/wht
Adult size List $42.95 TUF $38.95
Kid size List $37.95 TUF $34.95

TEAM VISORS AND HATS
Avail. in Honda, Yamaha red or yel., Suzuki, Kawasaki, Maico, KTM, Husky or Hallman.
Visors List $4.95 TUF $3.95
Hats List $5.95 TUF $4.95

HALLMAN STYLE T-SHIRTS
Heavy-duty 100% cotton. Available all teams. S,M,L, XL.
List $7.50 TUF $6.95

MOTOCROSS SOX
Heavy-duty and comfortable. Available red, blue, yellow.
List $4.95 TUF $3.95

HALLMAN GEAR BAGS
Keep all your MX gear together. Available red/yel. or blue/yel.
List $27.95 TUF $23.95

KIDS RIDING GEAR

Jerseys S,M,L.	List $15.95	TUF $13.95
Nylon Pants	List $64.95	TUF $59.95
Gloves size 5–7	List $24.95	TUF $19.95
Kidney Belts	List $13.95	TUF $12.95

And with your first order we'll also send you our 1982 TUF Racing Products catalog & stickers at no additional cost (regular $1.50). In it you'll find the full line of TUF Racing Products with names like Bell, Gold Belt, Lancer, Jofa, Cycle AM, Scott, M. Robert and more. All at a price that's TUF to beat!

TUF Racing Products
P.O. Box 203
Naperville, Ill. 60566
312-377-RACE

M. ROBERT PLASTIC BOOTS
complete w/liners
sizes 7 thru 12. Available in Red, White, Blue.
List $109.95 TUF $99.95

HALLMAN LEATHER BOOTS
Adult sizes 7 thru 12
List $119.95 TUF $99.95
Kid sizes 3 thru 5
List $85.95 TUF $79.95

ORDER FORM:

☐ MasterCard ☐ VISA
☐ Money Order ☐ C.O.D. Cash
11/82

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____
Visa or M/C # _____ Expires _____
Signature _____
Total Enclosed $ _____

1. Prepaid orders over $10.00 will be shipped FREIGHT FREE.
2. All C.O.D. orders must be over $20.00 Sent Freight Collect
3. All pre-paid orders under $10.00 must include $1.50 shipping.
4. Personal checks allow 20 days before shipping.
5. Be sure to include size, color, and bike make.
6. Include phone number so we can contact if necessary.

Get going with TUF.

KUSTOM KRAFT

PERFORMANCE

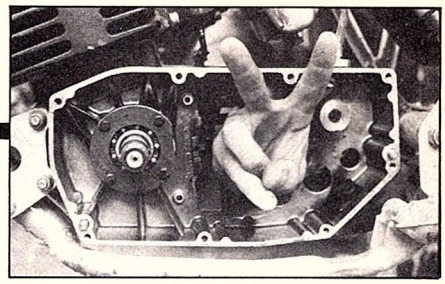
CYLINDER REBUILDING— ALL MAKES

• Cylinder Rebuilding • 125 Debore Kits • Expansion Chambers • Big-Bore Kits • ATV and Odyssey Acc. • Lasco Sleeves • Precision Boring • Fast Service

• Daily UPS Shipping • C.O.D. • Visa/MasterCard • Send $3 for Complete Catalog • Dealers Send Letterhead

KUSTOM KRAFT • (312)697-4343
886 Bluff City Blvd. • Elgin • Illinois • 60120

Ask the MXperts



CRACKED PLASTIC

Dear MXperts,

The plastic chain guide on my Yamaha YZ250J keeps breaking. It splits right in half every time I ride. This is getting pretty expensive. Does someone make an accessory chain guide that won't shatter?

Art DeHoff
Marshalltown, IA

We would be willing to bet that you have changed the gearing on your YZ250. If you put a larger rear sprocket on a YZ250J, and it does run better with lower gearing, you then have to move the plastic chain guide forward on its mounts. Yamaha drilled extra holes to make this possible.

MONEY TO BURN

Dear MXperts,

I want to have the trickest bike on the track. I ride an RM80. Money is no object, so I want to know who makes the best minis —I want mine to be the best. I don't want anybody to have a bike like mine. Does anybody specialize in building super trick minis?

Derek Bell
Alice, TX

You want an awful lot, but any of the hot-shot performance factories (CRF, DG, RF, RPM or R&D) could build what you want. If only the best will do and money is no object, contact Franks Racing, 3446 West Harvard, Santa Ana, CA 92704, or call 714-546-3484. Franks is the Michelangelo of motorcycles, and can offer you the trickest bike on the track.

FOOT WHERE?

Dear MXperts,

I don't know what to do with my feet on the start. Some guys say put both feet down, and others say to leave one foot on a peg. Which way is correct? I never get a good start and my feet are always flying off the pegs.

Al Gambetta
Tulsa, OK

Normally 125 riders will start with the right foot down and the left foot on the peg so they can make a quick shift to the next gear. Riders of 250s and 500s can start with both feet down because they have more time to get the next shift in, and they need the balance of both feet. There is no correct way, but we would recommend starting with the left foot on the peg for all 125 riders.

EUROPEAN FANATIC

Dear MXperts,

This next year I am going to buy a new motorcycle, and get rid of my Yamaha. I plan to purchase a European bike, and have narrowed it down to a Maico or Husqvarna. But I want to make sure there are plenty of accessories and hop-up parts available so I can modify my new bike to work as well as possible. Which bike has the most hop-up parts available?

Kevin Cohen
Arlington, TX

Both Maico and Husqvarna are lucky enough to have two race-oriented companies producing parts for their brands. Pro Circuit Racing makes Husqvarna parts including big-bore kits, pipes, aluminum brake pedals, big airboxes and reeds. Wheelsmith Motorcycles is the leading producer of Maico mods. They make everything from pipes to trick brake cable kits, cylinder mods and special fork kits. For more info call Pro Circuit at 714-993-5401, or Wheelsmith at 714-751-0680. □

"Bolt on Horsepower"

"The best power increase you can get on a dollar-for-dollar basis . . . period."
"Truly amazing . . . and the best buy in town."
DIRT BIKE /July 80

BOYESEN ENGINEERING
R.D #1 BOX 826
LENHARTSVILLE, PA 19534
215-756-6818

Boyesen Engineering combines space age materials with their patented dual-stage reeds. The combination of soft and firm reeds act in harmony to give you more usable power, rider control, and low end/mid range response. There is no modification necessary to install and they will not destroy the engine as broken metal reeds do. Replaces your original reeds.

"The little difference that makes the big difference"

PAT NOS. 3905341 & 4051820

See your local dealer or distributor.

ALL NEW. . .

"I used only two sets of ROBOOTs for the entire 1981 Grand Prix season,

and both pairs were still in good shape after I won the championship."

— Harry Everts
1981 125cc World
Motocross Champion

"I got tired of sprained ankles and sore feet from hitting things on the track with leather boots. The ROBOOTs are three times more impact absorbent than leather, and the impact is spread around more because of the polyurethane material composition."

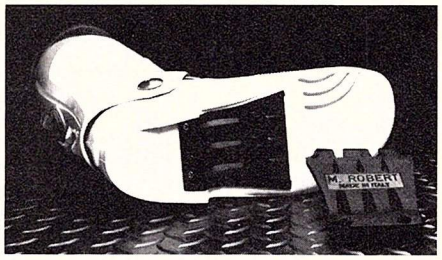
— Goat Breker
Team Kawasaki

"The ROBOOT is the only plastic boot ever designed properly. Some day all boots will be made like these. This is the only plastic boot that top professionals all over the world are wearing."

— Wayne Boyer
Suzuki School of
Motocross Instructor

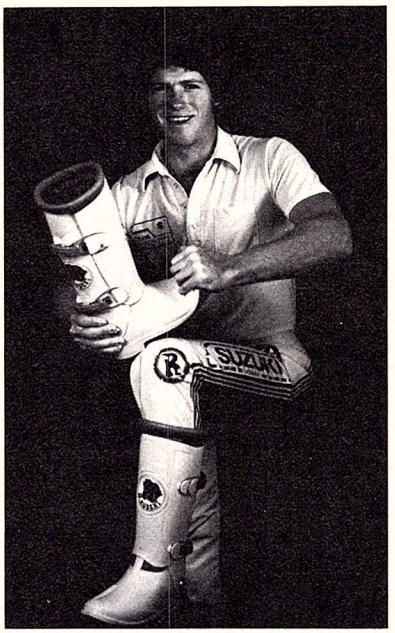
"ROBOOTs are made of soft plastic so I can feel the brake and shift lever like a leather boot, but when I hit my foot on something I don't feel pain like I do wearing a leather boot."

— Ron Turner
Team Honda



Replaceable rubber sole grips footpegs. When it wears out, get a new insert — not a whole new boot.

Top motocross riders from around the world agree that the all new plastic boots by M. ROBERT are the way to go. Space age materials and well thought out design add up to a comfortable boot that offers much better protection and longer wear than traditional leather boots. Plastic boots have revolutionized the sport of skiing. Now, that advanced technology has finally been applied to the needs of the motocross rider.



Wayne Boyer demonstrates the flexibility of the new ROBOOT. It flexes like a leather boot but gives you much more protection.

Here are a few of the reasons why YOU should be riding in ROBOOTs:

- **3 Colors (Red, White and Blue)**
- **3 Shell sizes (7-8, 9-10, 11-12)**
- **Changeable rubber soles**
- **Sheds water — mud doesn't cling either**
- **Only 2 buckles (patented design) for quicker closing**
- **Washable inner boot liner**
- **Breathable for proper foot ventilation**
- **Spare parts available**
- **Enduro sole available**
- **Light weight and soft plastic composition for protection against knee injury**

Suggested Retail $109.95

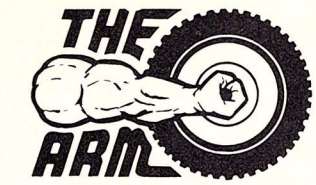
DISTRIBUTORS

Action Associates, Arizona (602) 253-1181
Galaxy Wholesale, California (714) 991-9641
Hallman Racing West, California (714) 442-0431
Hallman Racing East, Illinois (312) 543-5247
Sullivan Brothers, Massachusetts (617) 293-9430

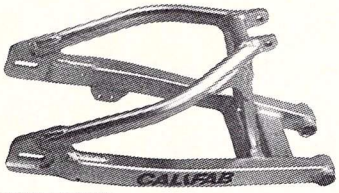
M. ROBERT

Zona Industriale - Via Rovigo, 19
36070 Trissino (Vicenza) Italy
Telex 430584 AMITI

CAL-FAB ANNOUNCES



KX-80 $219.00



YZ-80J $219.00

plus tax where applicable
MASTERCHARGE VISA

Cal-Fab—America's largest, most experienced manufacturer of alloy swingarms and supplier to the major distributors is now offering "The Arm" factory direct. All arms are made of aircraft quality 6061 aluminum, heat treated to T-6 for maximum rigidity and reliability; assuring optimum traction and handling necessary for today's high horsepower machines.

"The Arm" is used by major factories. Most motocross models are available.

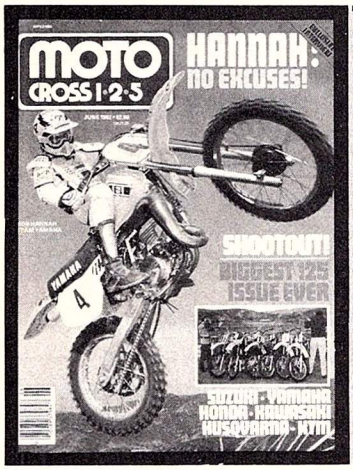
"The Arm" is also available for most major street models and Honda 250R ATC, using Cal-Fab's exclusive "Hi-Torque" extrusion.

CAL FAB INC

5443 E. La Palma, Anaheim, Calif. 92807
714/779-0123

DEALER INQUIRIES INVITED

THE ALL-NEW SPECIAL WORLD CHAMPION U.S. STARS COMMEMORATIVE 1983 CALENDAR IS AVAILABLE AT YOUR NEWSSTAND NOW!



MOTOCROSS 125

It's the only magazine of its kind—expressly devoted to all the latest on 125s, including:

- 125 race tests and evaluations • 125 National team profile
- Interviews with top 125 riders • How to make your 125 *GO!*
- 125 European imports • Complete 125 Buyer's Guide
- Crash & Burns and much more!

I want to go for it! Please send _____ copies of the June 1982 issue of *MOTOCORSS 125* IMMEDIATELY!

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Make check or money order payable to:
MOTOCROSS 125 • Box 317 • Encino • California •91316
Please enclose $2.50 plus 75 cents postage and handling for each copy ordered. Canada add $1.50 and all other foreign add $2.50 postage and handling for each copy ordered. All items will be shipped by surface mail. U.S. funds, please.

MXA 11-2

SCOTTS

We Specialize in Off-Road Accessories Only

Flow-volume porting • Complete carb kit • H.P. exhaust pipes • Complete suspension modification • Big-bore kits • Complete machine shop • Floater, monoshock, Pro-Link and UniTrak mods • Service

SCOTT'S SCOOTER SERVICE
2627 Honolulu Ave. • Montrose • California • 91020 • (213)248-6747

If you've never been to Scott's, you're missing a unique experience!

Mail Entr

TWO VIEWS OF THE PITS

Dear *MXA,*

The Superbowl of MX was exactly that. Too bad it was the last.

Broc Glover should be voted most personable rider at the Supercross. After the Saturday night races, with 500 screaming kids crawling all over him (my son included), Broc stayed and signed autographs, gave away his personal racing gear (goggles and front tube to my son) to his fans and as a whole is a true gentleman in the sport of MX. Other factory big shoes declined to do the same. Once again, thanks, Broc, for impressing upon the young racers what sportsmanship and humility are all about. You definitely won *after* the races were over.

Bob Brown
Tucson, AZ

Dear *MXA,*

I have just gotten back from the Superbowl of Motocross and am very disappointed. It is the first Supercross race I've ever been to. At the end of the Final event, I thought I would go to the pits and get some autographs. Well, when I got to the gates, I wasn't allowed to go inside. I asked them why, and they said, "Because you don't have a pit pass." Well, the brochure I got in the mail said nothing about a pit pass. So the next time I go to a Supercross race I would like to know where and how I can get a pit pass and how much it costs. Please help.

Anoy Bohr
Ajo, AZ

(*Pit passes aren't for sale. It's an idea, though.*)

ies

JUST LIKE LEXINGTON, OHIO

Dear *MXA,*

We will be having a good race series this year, our tracks are really real and the Aussies don't stand a chance. How about coming over with a few of your hotshots—and a Nikon, of course. I'm sure the national distributors will support you if you ask, and the ACU will be rapt. By the way, our tracks are basically like Lexington, Ohio.

Kaeel van Heezik
Dunedin, New Zealand

(*Really? Well, if we hear from the national distributors, we'll grab our Nikons and check it out.*)

LIKELY STORY

Dear *MXA,*

At a recent 250 National in Cooty, Nebraska, I dominated and won the first moto. However, I had a good dice with European ace Emilio Zumsquat. I expect to see coverage of this spectacular event soon.

Jody's pal,
Fred Phalange
Chicken Licks, CA

TURNING OVER A NEW LEAF?

Dear *MXA,*

I'm glad to see that in your June issue under "Mail Entries" you answered some of the questions! Now that *MXA* is turning over a new leaf, I think I will ask you a question. I'm not too happy with my '79 RM100 shocks and I'm planning to replace them. What is a good brand of shocks that isn't too costly?

Ex-YZ Kid
Somewhere, New York

LET'S GET PHYSICAL

Dear *MXA,*

I recently underwent knee surgery for a torn cartilage, and I'm beginning to realize the importance of proper training. The bikes have become so sophisticated, it doesn't really matter which bike you are on as long as you are fit to ride it. Motocross is called the second most demanding sport in the world. I think we should realize it is more the rider than the machinery that gets you in front. My mother always told me it's 90 percent rider, ten percent bike, and I'm beginning to believe her. Anyway, all I'm asking is for you to look more into the physical part of racing, like in your human dyno story. It's on the right track, but still doesn't get right down to it.

Craig Dooley
Louisville, KY

(*In future issues we'll start to delve into physical training techniques the top stars use, Craig. So until then, stay tuned, and good health.*) □

#2 CHAPARRAL DISCOUNT SUPPLY

SCOTT GOGGLES

#90 Gradient Lexan Lens	$16.99
#89 Lexan Lens	$13.99
#87 Overglass Lexan Lens	$15.99
#83 Butyrate Lens	$11.99
#73 Butyrate Lens	$9.99
Face Guard	$6.99
SMITH SMX Goggles	$16.99
OAKLEY 0/20 Goggles	$15.99
Super SEER 501 Goggles	$7.99

Gaerne MX Boots

Red, Blue, Yellow, Black.

$129.99

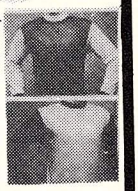
Bumper Carrier

$17.99

Jerseys

Answer Super Cross	$13.99
Malcolm Smith - cotton	$10.99

Most team logos



Answer Pants

Nylon/Leather	$79.99
All Nylon	$74.99
New Nylon Vented	$79.99

Most team logos & colors

Gloves

Malcolm Smith Signature	$20.99
Mike Bell Signature	$12.99

MOTO-X Fury HELMETS

Snell 80 - White, Red, Blue, Yellow

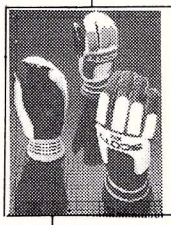
$76.99

NEW TIRES

560x18 C755	$37.99
560x17 C755	$37.99

DUNLOP

K138HT 410x18	$47.99
K138HT 450x18	$51.99
K138HT 510x18	$65.99



Scott MX Gloves

#792 - Red
#792 - Yellow
X-Small - X-Large

$17.99

Bold Belt

Double - Yel/Blk.
Red/Wht/Blu

24" - 38" Adj. Size

$13.99

Folding Shift Lever

$15.99

MTD Power Lever	$5.99
MTD Pro Levers	$5.99

Handlebars

Inter Am Alum.	$14.99
Inter Am Steel MX	$10.99
Answer Steel	$15.99
Answer Chromely	$21.99

Cycle-Am

Stadiumx Number Plate Vented	$6.99
Pro Number Plate Vented	$5.99
Mini Number Plate Vented	$4.99
Stadiumx Vent Front Fender	$13.99

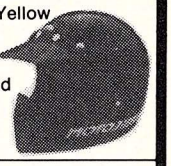
Klotz

Green Racing Castor	$3.25 pt.
Octane Booster	$4.00 pt.
Nitro Additive	$4.00 pt.
Power Additive	$3.00 pt.

Bell Moto III

1982 - Red/Yellow
Limited to quantity
& sizes on hand

$79.99



Ancra Red

Tie Downs

$8.99 pr.

Cylmer Manuals

$8.50 ea.

TEAM VISORS

Honda, Yamaha, Suzuki

$3.99

DUNLOP TIRES

KT-221	
22x11.00-8	$49.99
25x12.00-9	$62.99
K-88-ST	
500-17	$39.99
400-18	$37.99
500-18	$46.99
K-190	
250-14	$18.99
275-17	$22.99
300-21	$31.99
K-190 IT	
300-12	$19.99
360-14	$21.99
410-14	$26.99
510-17 (6 pr.)	$42.99
410-18	$34.99
460-18	$39.99
510-18 (6 pr.)	$45.99
K-139	
300-21	$40.99

K-88 HT

110/90-18	$43.99
510-18	$49.99

CHENG SHIN

C-183 A	
275/300x12	$ 8.99
275x14	$ 9.99
300x14	$11.99
350x14	$14.99
300x15	$12.99
325x15	$13.99
300x16	$13.99
350x16	$16.99
275x17	$11.99
300x17	$14.99
325x17	$15.99
350x17	$16.99
300x18	$15.99
350x18	$17.99
400x18	$24.99
450x18	$30.99
300x21	$18.99
350x21	$26.99

C-183 D

250x16	$ 9.99
385x14	$16.99
360-18	$17.99
410x18	$21.99
460x18	$27.99
500x17	$28.99
500x18	$28.99
530x18	$32.99
300x23	$20.99

Heavy Duty (Red) Tubes

350/400x18	$3.99
400/450x18	$4.99
500/530x18	$5.99
275/300x21	$3.99
325/350x21	$3.99

Cheng Shin C-755 - Metzler Copy

410x14	$16.99
530x17	$30.99
350x18	$18.99
410x18	$20.99
460x18	$26.99
530x18	$29.99
325/350x21	$17.99

Visit our new store at: 1450 University Ave., Riverside California

CHAPARRAL DISCOUNT SUPPLY

P.O. Box 531, Dept. MX, Colton, CA 92324-0281; (714) 889-2761

Order TOLL-FREE 800-841-2960 (outside California) • In California (714) 889-2761

Write for FREE 152 page Catalog. Order lines open 7 a.m. - 5 p.m.

COD orders M/C, Visa or MO are accepted. All prices plus freight charges.

Sales tax on California orders. Ad expires Nov. 15 1982

Visit our new store at: 445 West Highland Ave., San Bernardino, California

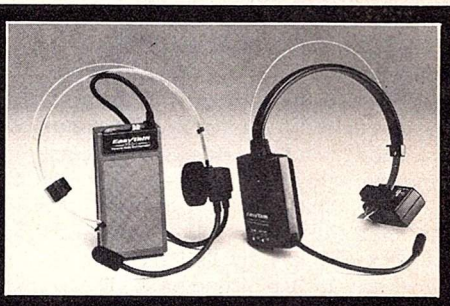
Tricks From The Trade

QUICK SHOE

The American people are in a hurry. From fast foods to fast cars to instant fixes, we're probably the most impatient people on earth. We want it now, and are willing to pay for expediency. Take the lowly sneaker (please!), for example. Not content with time-consuming shoelaces, the good people at JT Racing have come out with the Velcro sneaker. It features a "pit-fit" closure for rapid shoe deployment. This is also the hot setup should Junior not yet know how to lace up his mini-tennies. JT's new shoes are constructed of vented nylon and leather uppers to provide durability and airflow for better comfort. The JT quick shoe comes in blue/white in sizes 1 through 12. See your local dealer or write JT Racing, Dept. "If the Shoe Fits," P.O. Box 10, Bonita, CA 92002; 714-479-9696.

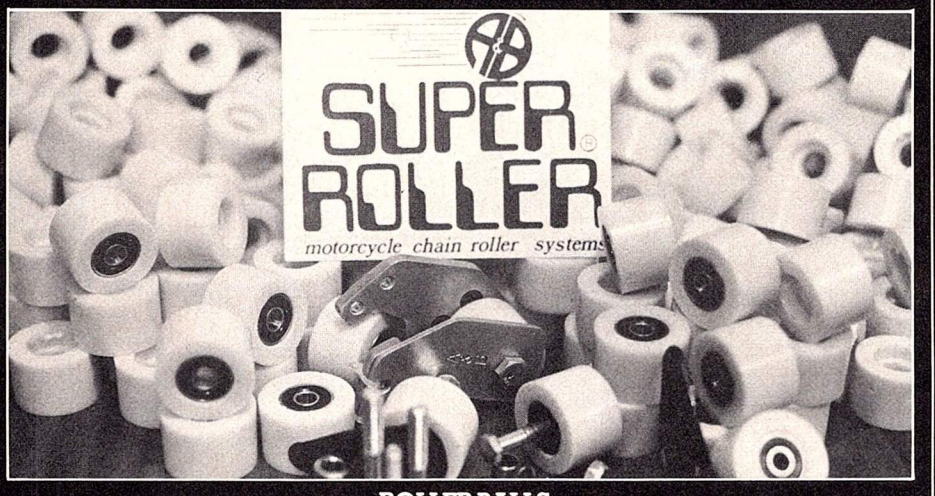
DID YOU EVER NOTICE?

Did you ever notice all the products that are labeled "lite" these days? Everything seems to be lite. Lite colas, lite beers, lite jellies. Well, count on those fun-loving folks at O'Neal to come up with Ultra-Lite apparel. Not just lite, but *ultra* lite. O'Neal's Ultra-Lite line includes Ultra-Lite pants, jerseys, chest protectors, shoulder pads, gloves and its new Ultra-Lite boot. Of course one should be on the lookout for further escalation of the *lite* battle taking place. Look out when El Supremo-Lites appear. Would the last person leaving the room please turn out the lites. For info, contact O'Neal USA, Dept. "Lite-enuff," 9555 Owensmouth Ave., Chatsworth, CA 91311; 213-998-1049.



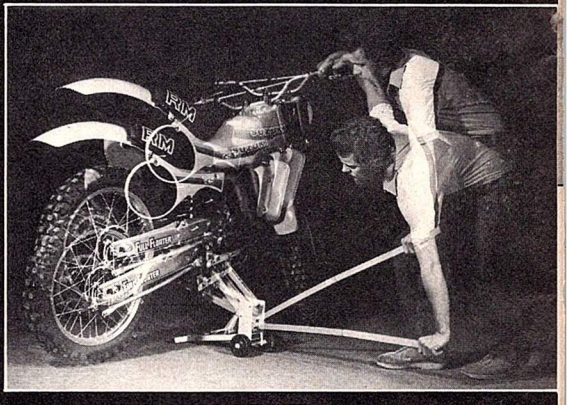
SAY WHAT?

We figure it's only a matter of time before we start seeing some form of rider/mechanic communication more advanced than pit board signals. It's already apparent in stock cars and formula racing, with drivers sporting personal radio communicators to relay vital race information to the mechanics. Motocross could be next. Nady Systems, of Oakland, California, is offering a new "EasyTalk" wireless communicator at the low consumer price of $79.95. They offer two versions: a receiver/transmitter with headset and body pack, or a receiver/transmitter integrated into a headset. We don't know how they'd work in an actual race, but could see some definite advantages to something like this being developed for motocross. Write: Nady Systems, Dept. "I'm in What Place?" 1145 65th St., Oakland, CA 94608; 415-652-7632.



ROLLER BALLS

What can you say about chain rollers that hasn't been said? Probably plenty, but we won't go into that right now. Instead, we're going to talk about something different. What's that? Something different, you ask? Well, we could talk about the weather, or maybe religion. How about politics? Reaganomics? Don't ask. Let's go back to chain rollers. Super Rollers are motorcycle chain roller systems using high-quality cast urethane rollers, double-sealed precision bearings and hardware, allowing your cycle's chain to do its thing without being spit off. Unlike the weather, religion, politics or Reaganomics, Super Roller chain rollers don't have a point of view. They're just there. For info contact A&B Super Rollers, Dept. "Chain Rollers—The Untold Story," 15581 Graham St., Huntington Beach, CA 92649; 714-895-2030.

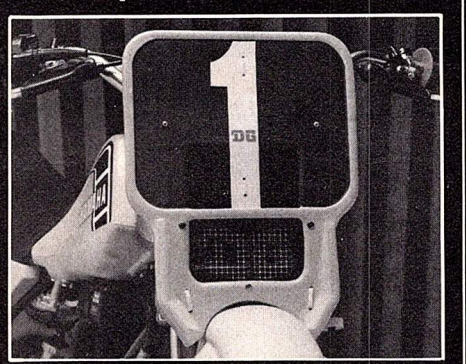


PSYCHO STAND

If your bike refuses to sit still on that precarious wooden box of a perch or the milkman came out to the track and repossessed the milk crate, then you've hardly a leg to stand on at the races. Now instead of having to visit your cousin the chiropractor every other month or fend off angry milkmen and contend with a shaky homemade job, you can purchase the new "Cyc-O-Mate" stand. The Cyc-O-Mate stand is designed to get your bike up or down in just one easy motion. With its pivoting wheel-to-wheel action, it helps take the worry out of not having a leg to stand on at the races. Designed for high-ground-clearance dirt bikes, the Cyc-O-Mate retails for $89.95. For more information contact Quick Stand, Inc., Dept. "Step and Fetch It," P.O. Box 814, Lawrenceburg, TN 38464.

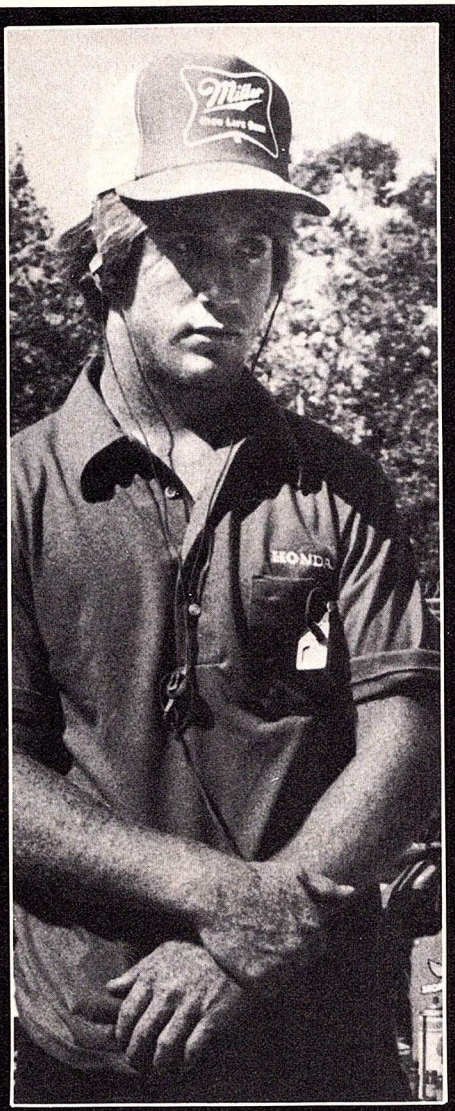
QUICK DRAW McGRAW

Now would you let your girlfriend sit on your bike like this to put her boots on? No way, Jose! Not even if she were putting on the new SuperFox quick-draw boots. So what if the quick-draw lace system and new Velcro closures make getting in and out of the new SuperFox boots a snap—or cinch, as it were. Lovely Louella may not be the foxiest babe at the races, but at least she knows how to sit properly on a race bike. Too bad we can't say the same about Latrina Snapsaddle here. SuperFox boots minus Latrina are available at finer dealers everywhere in black/red or red/red color combinations. Write Moto-X Fox, Dept. "Valley Girls—Sheesh!" 520 McGlincy Lane, Campbell, CA 95008; 408-371-1221.



MINI, MOE AND JACK

Out in good ol' SoCal, Manny, Moe and Jack are affectionately known as the Pep Boys. Little is known about the fourth Pep boy, Mini. Mini was soon dwarfed by his more famous associates and decided to do something about it. Pretty soon there were all manners of Mini this and Mini that. You'll probably notice there is a whole class of motorcycles named after him now. It's gotten so you can't go to a race without hearing Mini's name mentioned. The latest Mini product to come down the pipeline is this new custom Pro Mini numberplate for the YZ80J Yamaha, from DG Products. The new DG Mini Pro plate is said to increase the airflow to your YZ's radiator by 50 percent. DG Pro Mini plates are also available for Kawasakis, Suzukis, and Hondas. See your local dealer carrying Mini's lineup of products or write DG, Dept. "Mini, Moe & Jack," 1230 La Loma Circle, Anaheim, CA 92806; 714-630-5471.



MIND OVER MATTER

Racing is a mental game. From psyching up to psyching out, a successful motocrosser needs not just the ability, desire and machinery to win, but also the proper mental frame of mind to get him to the checkered flag first. The R.A.W. (Relax and Win) Method is a special mental conditioning program designed to give you the confidence you need to win. It attacks the triple-whammy taboos of self-doubt, lack of confidence and lack of energy, by using positive mental reinforcement.

The R.A.W. Method consists of two cassette tapes. The first tape explains the thought-conditioning process in detail, while the second tape consists of the 15-minute mental training program. Says its distributor, Texas motocross Pro David Boles, "The R.A.W. Method will tap ability you never knew you had—and it's guaranteed!" For more info on the R.A.W. Method, contact R.A.W. Method, Dept. "Yes, I Can-can," P.O. Box 354, Burleson, TX 76028; or, call toll-free 1-800-835-2246, Ext. 520.

MOTO CHIC

If you recall our story on Moto-Chicness last issue, you'll remember that having something named after you is a sure sign of having attained "Too Hip" status. Well, a new standard has been set. Having something named after you *twice* is pretty near the ultimate. DeCoster II gloves from Hallman Racing vaults Roger DeCoster into the ranks of the most chic of all. These vented DeCoster DeCoster gloves with ribbed wrist cuffs would certainly be on Mr. Blackwell's "Best-Dressed" list. DeCoster IIs come in sizes 8, 9, 10 and 11 and retail for $26.95 a pair. They come in red/white/blue, blue/yellow/white, or black/yellow/white. See your local dealer carrying Torsten Hallman Racing Products, or write Hallman Racing, Dept. "Too Chic," 1330 Hill St., El Cajon, CA 92020.

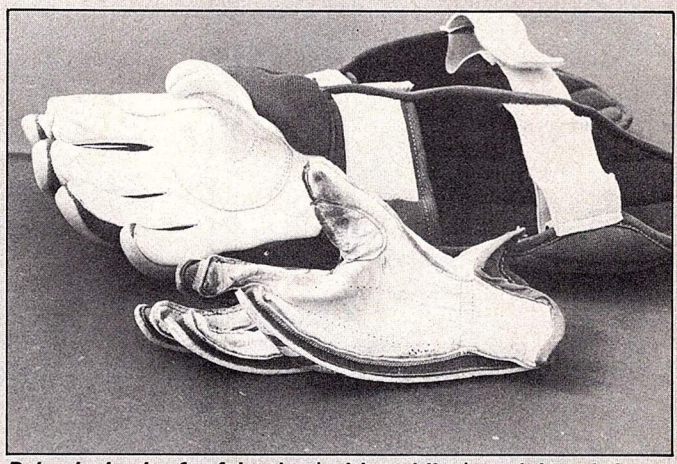
WHAT'S NEW?

In the fast-shifting world of knob thrashing, everyone is looking to get one up on the competition—especially in the 125 class. A trick tire here, a hot port job there . . . every little bit counts on a one-two-five. So of course Metzeler, zat proud German marque, was pleased to announce its new 4.10-18 knobby. It was designed specifically for 125 banzai pilots. The tread is an updated version of Metzeler's Multi-Cross design. Beats calling it the Double-Cross, we reckon. The new Metz uses an updated rubber compound, and is rated as a four-ply tire that is claimed to be equally good on hard or soft tracks. Now if you've got a soft track that's hard or a hard track that's soft, then it's up to you to figure out what to do. See your local Metzeler or contact Metzeler Tires, Dept. "Let's Metz Around," P.O. Box 15536, Pittsburgh, PA 15244; 412-787-8880.

ELBOW GUARDS

GAUNTLET GLOVES

Tired of bruised elbows? Want your scars to heal? Looking for more elbow room? Try Castre Gauntlet gloves.



Palm design is of soft leather (with padding), and the grip is surprisingly comfortable and supple.

From tip to tip

☐ Tired of falling on the same scab every week? Just getting over a broken wrist? Looking for a little leverage in the first turn? Well, are you ever in luck. Castre has introduced an all-new type of motocross glove for those who fall a lot, or might fall and want to get right back up. The Castre Gauntlet glove is interesting because of the back of the glove, which goes from finger tip to elbow, is made of strips of foam covered with a ventilated nylon material known as Castrex. The Gauntlet glove resembles a hockey glove.

While the back of the glove is thickly padded and designed to withstand a greater blow than any other motocross glove, the palm is a well-made, softly padded and precurved leather glove. The bulky feel of the hockey padding is nonexistent when you grip the bars.

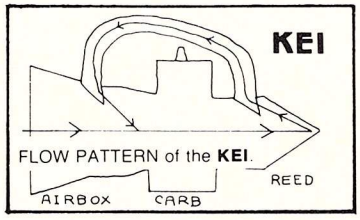
Velcro strips attach the forearm and elbow padding to your limb so a proper fit is assured. For riders racing night motocross, hard rocky tracks, or with a reputation for falling, the Gauntlet glove is a reasonable consideration. It comes in colors to match all popular bikes. Retail price is $49.95. For more info see your local dealer. ☐

KEI

SCHELGOR

"Innovation to make it first . . . Quality to make it last!"

KEI — The New Technology



The **KEI** (Kinetic Energy Injector) recirculates and reinjects the otherwise unused gasses that accompany reversal pressure surges.

The **KEI** was invented and patented by **SCHELGOR** industries (the originators of Flow Power Porting) and designed specifically to improve the power band of the 2-cycle engine. The **KEI** betters the boost bottle by recirculating and reinjecting unused intake gasses. The **KEI** makes these unused gasses — go with the flow — whereas the boost bottle merely provides storage space for these gasses. This revolutionary invention will give you more torque, quicker acceleration, and a stronger, steadier power band. Right now top pro and amateur racers are holeshoting and winning with the **KEI**. The **KEI** is available now, get yours today.

FLOW POWER PORTING USA

THE ORIGINAL

FLOW POWER PORTING

FLOW POWER PORTING USA

THE ORIGINAL FLOW POWER PORTING:

MINIS	$ 95.00
125cc	110.00
250-500cc	125.00
HEAD MILL	20.00

Call or write for free information pack and stickers

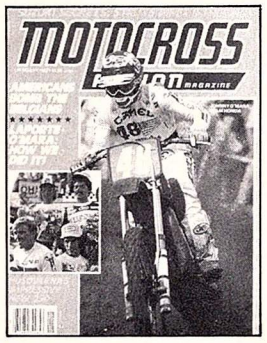
SCHELGOR Industries, Inc.
Motorcycle Division
12500 344th Avenue
Twin Lakes, WI. 53181
(414) 877-9044

THE FORCE.

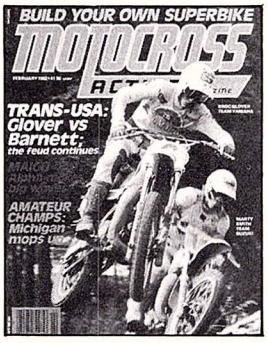
FOR THE MAN
WHO DOESN'T WANT TO MISS A THING!

MOTOCROSS ACTION magazine BACK ISSUES

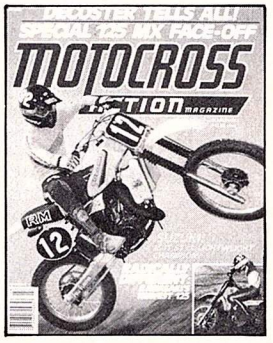
How often have you wanted to read up on a special bike test of the past or recheck some hop-up article? Here's your chance to get another look.



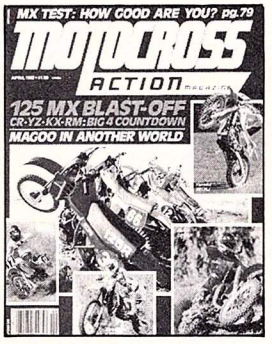
☐ **JANUARY '82**
Husky 250CR, Johnny O., Danny LaPorte, MX & Trophee des Nations



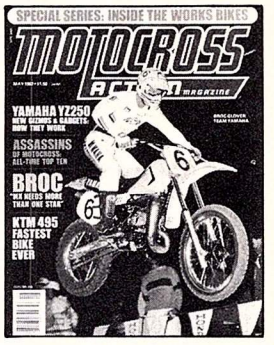
☐ **FEBRUARY '82**
Maico 490, YZinger, CZ World Championships, Trans-USA, Maico hop-up



☐ **MARCH '82**
RM125 vs. KX125, DeCoster Interview, Husky trick-out

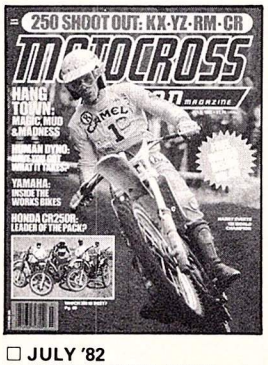


☐ **APRIL '82**
125 Shootout Special, Gary Bailey MX School, Moto-quiz

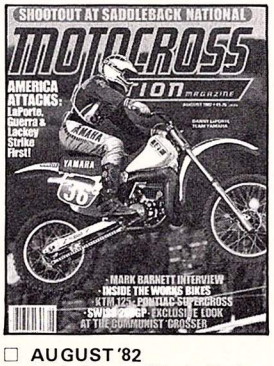


☐ **MAY '82**
YZ250, KTM495, KX Works bike, MX Assassins, Anaheim, Broc Glover, YZ-RM hop-up

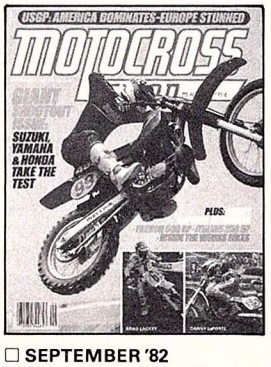
☐ **JUNE '82**
RM250Z, RM125 hop-up, Brad Lackey, Husky 430CR, Honda Works bike


250 SHOOT OUT: KX-YZ-RM-CR
MOTOCROSS ACTION magazine
HANG TOWN: MAGIC MUD & MUDDIES
YAMAHA: INSIDE THE WORKS BIKES
HONDA CR250R: LEADER OF THE PACK?

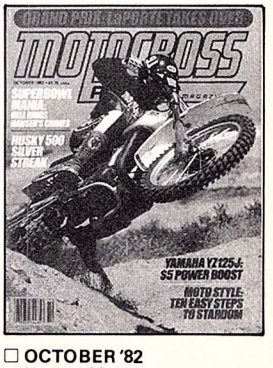
☐ **JULY '82**
KX250, CR250R, 250 Shoot-out, Factory YZ, Rick Johnson, Human Dyno


SHOOTOUT AT SADDLEBACK NATIONAL
MOTOCROSS ACTION magazine
AMERICA ATTACKS: LaPorte, Guerra & Lackey Strike First!
MARK BARNETT INTERVIEW
INSIDE THE WORKS BIKES

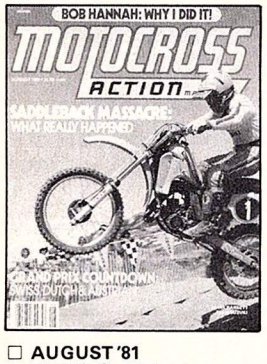
☐ **AUGUST '82**
Mark Barnett, Works Husky, KTM 125, Pontiac & Saddleback National



☐ **SEPTEMBER '82**
Open shootout, Open hop-ups, Factory RM, Danny LaPorte, 500 USGP

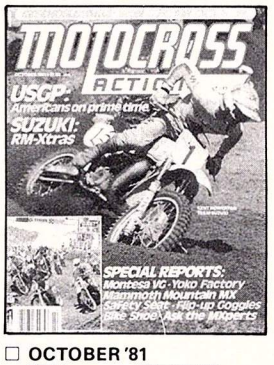

GRAND PRIX: EUROPE TAKES OVER
MOTOCROSS ACTION
HUSKY 500 SILVER STREAK
YAMAHA YZ125J: $5 POWER BOOST
MOTO STYLE: TEN EASY STEPS TO STARDOM

☐ **OCTOBER '82**
Husky 500, YZ hop-ups, Donnie Hansen, Ricky Johnson, 10 easy steps to stardom

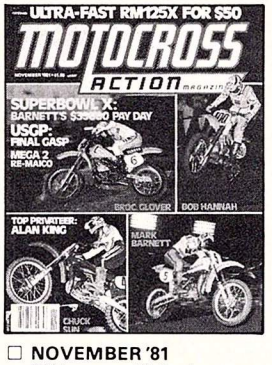


☐ **AUGUST '81**
RM250, Saddleback Massacre, Bob Hannah Part II, Pontiac, CZ vs. RM

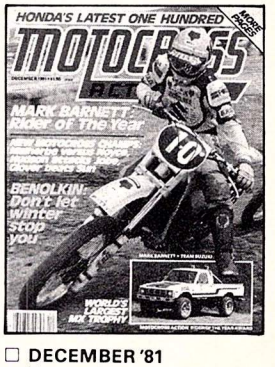
☐ **SEPTEMBER '81**
RM465, 430 CR, YZ125 hop-up, World Mini GP, 250 and 500 GP



☐ **OCTOBER '81**
RM hop-ups, 500 USGP, Montesa 250, Yoko factory, Safety Seat



☐ **NOVEMBER '81**
KX hop-ups, Maico hop-ups, Superbowl, 125 and 250 USGP, Alan King



☐ **DECEMBER '81**
Year-end Review, Mark Barnett, Honda 100, Tom Benolkin, KTM factory

ORDER NOW!

Please send me the magazines I have checked. I enclose $1.75 plus 75 cents postage and handling for each magazine. Canada add $1.50, all other foreign add $2.50, postage and handling each copy ordered. (U.S. funds, please.)

Send to: ***MOTOCROSS ACTION*** **BACK ISSUES**
P.O. Box 317 • Encino • California • 91316

Name _____

Address _____

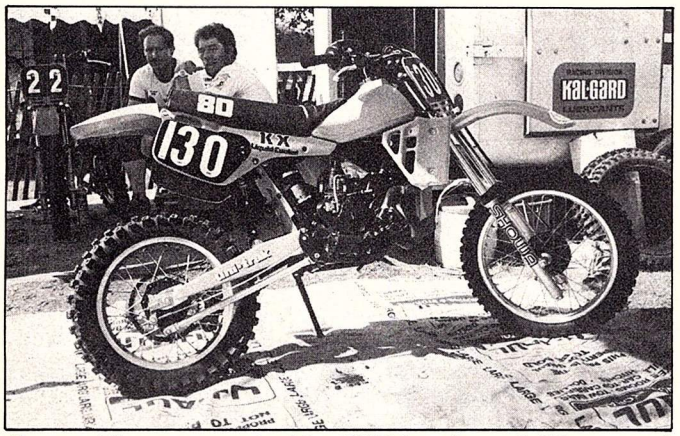
City/State/Zip _____

MXA11-2

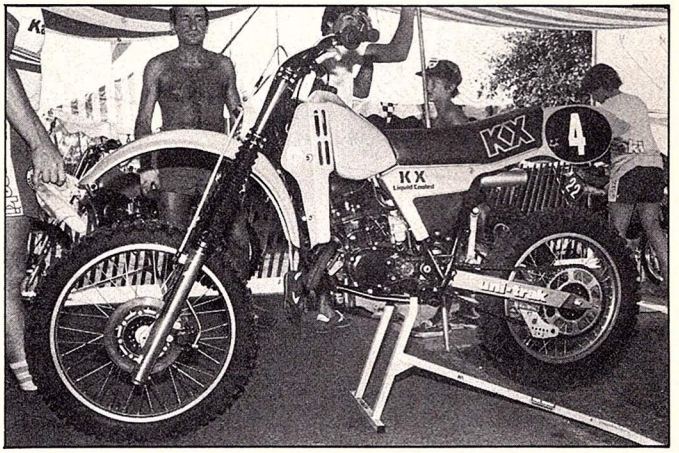
1983 PROTO-TYPES

Spy photos from the pits

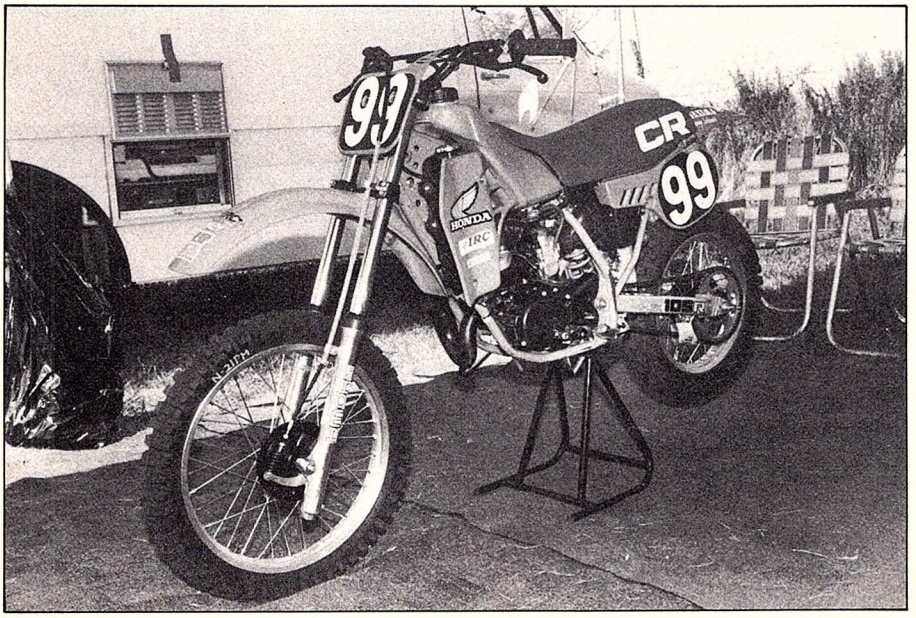
Not-so-secret Kawasaki KX60 was displayed at a recent race with a mannequin standing next to it. The air-cooled KX60 has been rumored for two years, and it will finally surface in 1983.



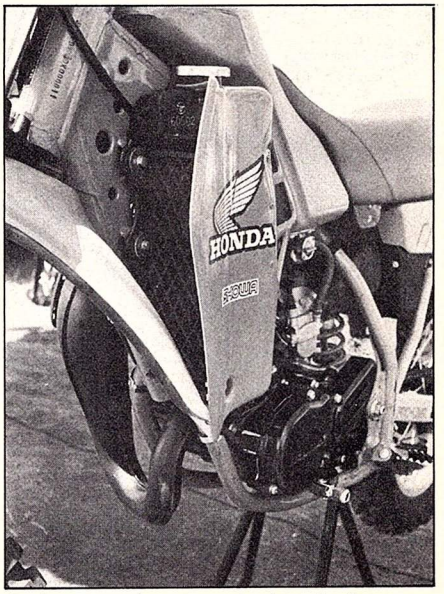
Kawasaki's space-age-looking KX80 has shown brilliant speed in early outings with mini superstar Paul Denis in the saddle. The water-cooled KX80 features a right-side radiator and brand-new everything.



Early version of the 1983 KX125 shows a new swingarm, single-strut Uni-Trak suspension, aluminum silencers and improved power with the reed-valved motor.



Honda's new 83cc minicycle features watercooling via a one-sided radiator, Pro-Link suspension, new frame, blue safety seat and improved plastic. This bike is being tested by Honda mini star Mike Healey and was used in the 105cc minicycle class.

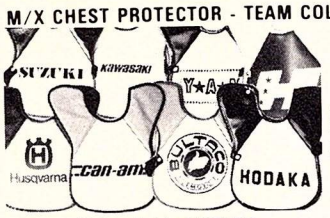


A close-up view reveals that the frame number on this CR80 is 11. Radiator is mounted a la Kawasaki, with a right-side pump. □

Hi-Q PRODUCTS, INC.

Free Gifts! Free Hi-Q Sticker!
FREE Pair of MX Grips with $30 Order!

M/X CHEST PROTECTOR - TEAM COLORS $9.99



51 Yam 61 Hod
52 H 62 Hus
53 Suz 63 Bul
54 Kaw 64 C-A

IMPACT No. 60 DRIVER $9.99

Unbreakable DOGLEG LEVER ASSEMBLY $10.99 pr.

High impact yellow plastic. Fits all handlebars, self-lubricating. **No. 46**

M/X BOOT SOCKS $5.99 pr. 2 pr. $10.49

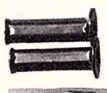
Heavy socks that fold over boot. One size fits all.
116 Gold
117 Red
118 Green

CROSSBAR PAD - Team Colors 8" - $2.49 12" - $2.99

SPECIFY SIZE

C1 Yam C2 H C3 Suz C4 Kaw
C5 Hod C6 Hus C7 Bul C8 C-A
C13 Plain Black

HEX GRIPS $2.99



Fits all bars
38 Clear
39 Yellow
40 Black

Quick Release THROTTLE SET $5.99

Fits all bars. **No. 25**

RACING GOGGLES $7.99

2 pair $13.99
3 interchangeable lenses. **No. 59**

GOGGLES/FACE GUARD COMBINATION $12.99

Adjustable. One size fits all. Wide elastic strap for comfort with security. **No. A1**

TEAM CAP $4.99

Heavy twill. In brilliant colors. One size fits all.
21 Yam 24 Kaw D8 Bul
22 H D6 Hod D9 C-A
23 Suz D7 Hus

SUPER VISOR $4.99

Fits all helmets.
V1 Yam V2 H.
V3 Suz V4 Kaw

MULTIPLE WRENCH

Fits 3/8 to 3/16" $7.99
(9 to 20 mm) **No. 131**

Vented DUCKBILL

All helmets.
48 Black
49 Yellow
50 White
$3.49

M/X TANK COVER Team Design or Plain

Fits snugly to any tank
26 Yam 27 H
28 Suz 29 Kaw **$9.99**
30 Plain Black

Guaranteed Unbreakable LEVER ASSEMBLY $9.99 pr.

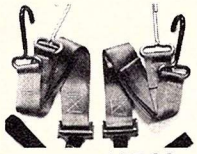
Brake and clutch levers mount to any handlebars without removing grips. **No. 35**

RUGGED VINYL AND LEATHER M/X GLOVES

No. 36 $9.99
Adjustable. Tough black vinyl, heavily padded. **S-M-L-XL**

No. 37 $9.99
Long-wearing smooth brown cowhide
S-M-L-XL

No. 132 $9.99
Extruded rubber knuckle and thumb protection. **S-M-L-XL**



TIEDOWNS $10.99

Set of 2 **No. 47**

M/X TEAM SOCKS $3.99

Heavy, long-wearing. Cycle name and trim in vivid team colors.

2 pr. $6.49
4 pr. $10.99
31 Yam
32 H
33 Suz
34 Kaw
E6 Hod
E7 Hus
E8 Bul
E9 C-A

TEAM TOOL BAG $5.99

Tough simulated leather. Inner loop for safe mounting.

65 Yam
66 H
67 Suz
68 Kaw
76 Hod
77 Hus
78 Bul
79 C-A
69 Plain

Guaranteed Unbreakable RACING FENDER $5.99

4" wide. Red, White, Black, Silver, Yellow. **No. 98**

TEAM JERSEY - LONG SLEEVES $9.99

100% Ventilated Nylon in Brilliant Team Colors

Made by our skilled craftsman. Cycle name on chest and sleeves
Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL

L1 Yam L2 H L3 Suz L4 Kaw
L5 Hod L6 Hus L7 Bul L8 C-A

PERSONALIZED TEAM JERSEY Tough Ventilated 100% Nylon With Long or Short Sleeves

Your name or message across the back of Hi-Q made jersey. One or two lines, up to 10 letters per line. Numeral 0 to 99. **No COD's.** Long and short sleeves. Use special boxes in coupon.

Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL

SHORT SLEEVE $11.99
S1P Yam S4P Kaw S7P Bul
S2P H S5P Hod S8P C-A
S3P Suz S6P Hus

LONG SLEEVE $13.99
L1P Yam L4P Kaw L7P Bul
L2P H L5P Hod L8P C-A
L3P Suz L6P Hus

TEAM JERSEY- SHORT SLEEVES

Our own great ventilated nylon short sleeve jersey with cycle design on chest. Team colors.

Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL $7.99

S1 Yam S2 H S3 Suz S4 Kaw
S5 Hod S6 Hus S7 Bul S8 C-A

Order Toll Free 1-800-633-7564

KIDNEY BELT $9.99

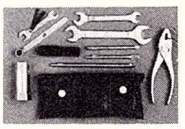
Sizes S-M-L-XL
No. 6

Copyright 1981 Hi-Q Products, Inc.

MOUTH GUARD $4.99 No. 115

11-PIECE TOOL KIT $9.99

Every rider needs one
No. W1



SPOKE WRENCH

Fits 8, 9, 10 and 11 mm. **No. 110 $3.99**

M/X WALLET $6.99 No. Y1

U.S.-made of rugged canvas, beautifully decorated.

COLOR STICKERS 10 for $2.99

10 assorted full-color stickers (our choice). Stick anywhere. WE PAY POSTAGE. **No. K1**

M/X NUMBER PLATES

Choose white, yellow, black or red. Use order blank to state number you want (one or two digits).

Oval No. A5 $3.99
Rectangle No. A6 $4.49

M/X TEAM PANTS Heavy 14-oz. Denim Team Colors $19.99

Cycle name in bold black letters down both sides of these top quality denims. Striping in team colors. We make these stylish, highly-protective pants with removable hip and knee pads. Knee pockets will accomodate cups. (No 75 pants have no cycle name)

Waist Sizes: 24-26-28 30-32-34-36-38-40

71 Yam 72 H 73 Suz 74 Kaw
76 Hus 77 Bul 78 C-A 79 Hod

No. 75 Red, White & Blue, No Team Name $18.99

PERSONALIZED 14 OZ. DENIM M/X PANTS $24.99

Our top quality 14 oz. denims. Three colorful trim styles. PERSONALIZED FOR YOU with your name or other message. Up to 10 letters on each side. (Use special boxes in coupon) **No COD's.**

Sizes: 24-26-28-30-32-34-36-38-40

No. 56P Gold and Black Trim
No. 57P Red and White Trim
No. 58P Green and White Trim

FACE GUARD $6.99

150 White 151 Black
152 Orange

PERSONALIZED M/X NYLON TEAM PANTS $49.99 pr.

Heavy, fully-padded nylon pants. Hi-Q crafted with Scotchgard finish. Washable. Your team name down both pants leg, and up to ten letters of your choice across the back. (Use special lines in coupon) No COD's. Choose RACING BLUE with RED trim or GOLD with BLACK trim.

Waist Sizes: 24-26-28-30-32-34-36-38-40

101P Yam 105P Hod
102P H 106P Hus
103P Suz 107P Bul
104P Kaw 108P C-A

Hi-Q NYLON M/X PANTS Personalized or with Team Name, or Plain

RACING BLUE with RED trim, or GOLD with BLACK trim. SPECIFY. Heavy nylon pants as described at left, available plain or with your choice of up to 10 letters across back.

Waist Sizes: 24-26-28-30-32-34-36-38-40

AVAILABLE THREE WAYS:

PLAIN $31.99 pr. No. 100

PERSONALIZED -No COD's $39.99 No. 100P Give lettering in coupon.

M/X Team Pants $34.99 pr.

101 Yam 104 Kaw 107 Bul
102 H 105 Hod 108 C-A
103 Suz 106 Hus

NEW! Hi-Q KIDNEY BELT $10.99

Sharp, new protective M/X belt. Velcro closure.
Sizes: S-M-L-XL No. Q4

TEAM TOBOGGAN $4.99

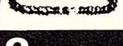
One size fits all.
B1 Yam B4 Kaw
B3 Suz

MUD FLAP $4.99

With mounting hardware.
F5 Mud Flap

CHAIN BRACELET $3.99

Heavy chrome.
Boy's No. 70
Adult No. 80



FREE GIFTS!

Order Toll-Free 1-800-633-7564 or Mail Coupon

Lettering here for DENIM or NYLON PANTS

Hi-Q PRODUCTS, INC.
P. O. Box 455 - A11
Abbeville, Alabama 36310
Toll-Free 1-800-633-7564

★ 5-DAY DELIVERY GUARANTEED or your money back if you pay by Cash, M.O. or Credit Card. Checks take 2 weeks to clear our bank. Allow extra week for personalized items.
★ Pay only $2.00 for shipping on any size order.
★ All Hi-Q merchandise is fully guaranteed against defects in material and workmanship.

QUAN	NO	DESCRIPTION	SIZE	PRICE
			Add $2.00 Shipping	
			COD Orders, add $3.00 Shipping	
			FREE Catalog & Sticker TOTAL	

Print Lettering Here for PERSONALIZED JERSEY

10 letters maximum each line | Numeral

Name _____

Address _____

City _____ State _____ Zip _____

In a RUSH? Ask about our Special 48-Hour Delivery.

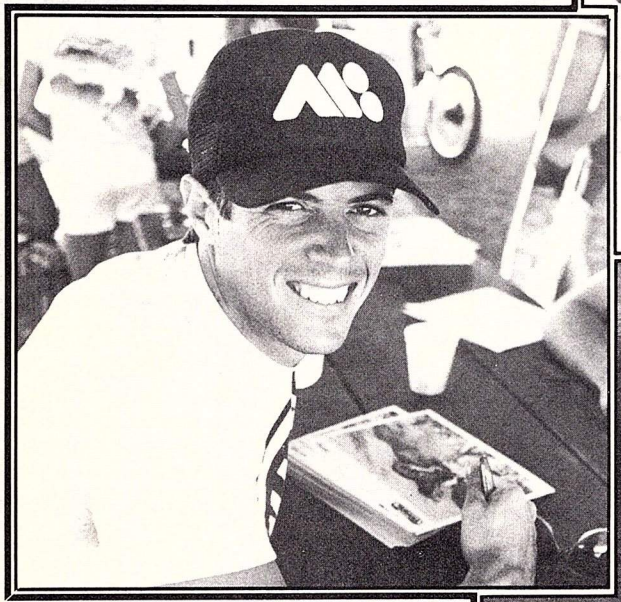
☐ Cash Enclosed ☐ Check Exp Date
☐ Ship COD, I enclose $3 deposit
☐ M.O. ☐ VISA ☐ MasterCharge
Card No. _____

RIDING THE STORM

MIKE BELL: MAKING A LIST

Checking it twice

By Dennis "Ketchup" Cox



Sport Graphics

Bell's favorite racing events are the stadiums. Other riders have even come to call the most vicious stadium whoops "Bell bumps" in regard to his long-travel legs.

☐ Mike Bell is riding that elusive "magic" bubble of confidence, luck and ability. In the volatile world of motocross racing, reigning supreme lasts only too briefly. There are more top-notch professional motocrossers in 1982 than at any time in the history of the sport. Getting on top and staying there is harder now than in the past. The days of one-rider domination, a la Gary Jones, Tony DiStefano and Bob Hannah, seem doomed to extinction. There are upwards of ten riders who, given the right circumstances, luck and frame of mind, can win at any one race. Mike Bell is certainly one of those ten, and having shaken early-season injuries and a rider/mechanic relationship that went sour, is suddenly winning again.

Friendly and personable, Mike Bell exudes a persona somewhere between that of Henry Fonda and Jimmy Stewart: a straightforward, honest and humbling sort of calmness. A man who is at peace with himself and his world.

At 26 years old, Bell is a seasoned professional whose victory roster includes the Supercross Championship (1980) and numerous National and stadium motocross wins. But until recently, things hadn't gone well for Mike. His gangly legs, both a blessing and a curse, have caused his knees to be tweaked to the point that running was (on his doctor's advice) out of the question.

Mike started riding his ten-speed bicycle and swimming to stay in condition. Just as he felt he was in shape and ready to go for it, an injury at this year's Golden State series blew out his knees, and his chances for the 1982 500cc Championships.

Mike was literally in tears that day. Racing *is* Mike Bell's life. Starting all over would be time-consuming, painful and arduous.

What is it that keeps a rider on top at the factory level? Among other things, Team Yamaha's Mike Bell says it is finding the pace, and then knowing how to keep it.

With a new mechanic and a new outlook on racing, Mike was soon training harder than ever. After a slow start in this year's 500 Nationals Mike began to hit his lanky stride, and at the USGP at Carlsbad he won a moto. Soon after he went on to win this year's Superbowl of Motocross and the 500cc Washougal National. Mike Bell had found the pace.

MXA: —*Mike, you're hot right now, after a dismal start to the season. What has changed to make it happen?*

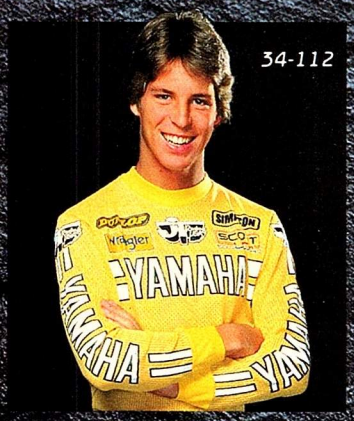
Mike: — I don't think there is any one factor. For a while, Dave and I (*Dave Osterman, Bell's previous mechanic*) were having so much trouble. He lost a lot of confidence in me, so I think I lost confidence in myself too. It was the year after we had won the Supercross title, and we were going out to defend it. We were having troubles with the bike—all the team riders were. That's when we were using the water-cooled stadium bikes, and with the water in the frame's steering head heating up the forks, we couldn't get the front suspension to work. We just kept losing points and seeing the title slip away. It finally got to the point that my stomach would cramp up before the races. It would hurt so bad; I felt terrible. I went to the doctor and told him my stomach

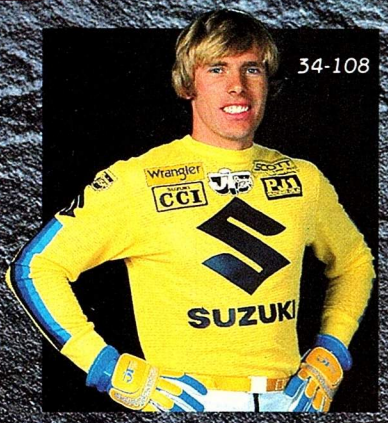
Color photo by: N.R. Rowan

YAMAHA
5

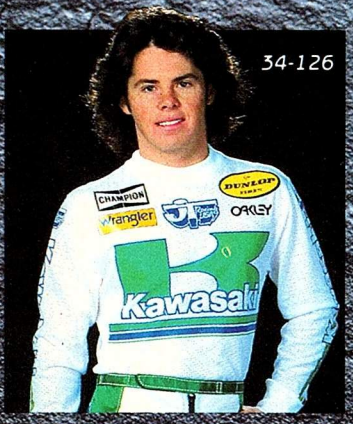
JT Racing USA

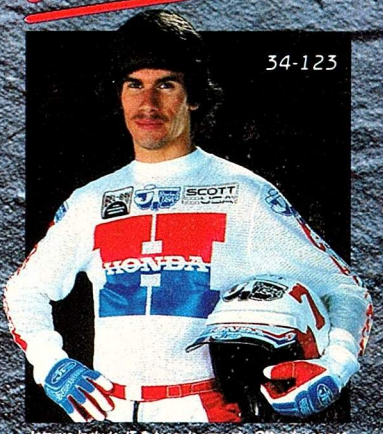
"We're Talkin' Trick"



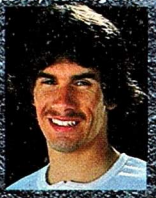


JT FLO-FORM™
VENTED JERSEY . . . $23.95



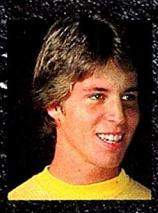


Jerseys include JT & team logos only. Other logos not available.



When we won the TROPHEE and MOTOCROSS DES NATIONS, our JT jerseys got us more attention than any other team. Nobody had seen JT's vented jersey and it blew their minds. This year I'm ridin' cool again with JT.

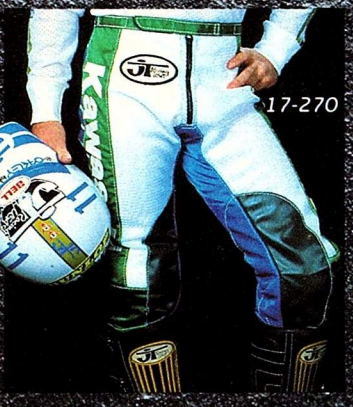
Donnie "Holeshot" Hansen
#1 250cc National Champion



Hey, I've worn JT pants since day one when I rode the hills with Broc. And believe me, it wasn't because of the money . . . it was because of the protection, comfort, quality and fit. The bottom line is get "hip."

Ricky "Too Hip" Johnson

JT FLO-FORM™
VENTED UnLEATHER . . . $129.00



I only like JT Ventilators when I'm flyin' over a 60-foot jump and think "What if . . .?" or when I'm huggin' my bike from the bottom like at Pontiac or when it's hot and I'm tryin' to pick my way through the pack. But, other than that, who needs 'em?"

Broc "Golden Boy" Glover

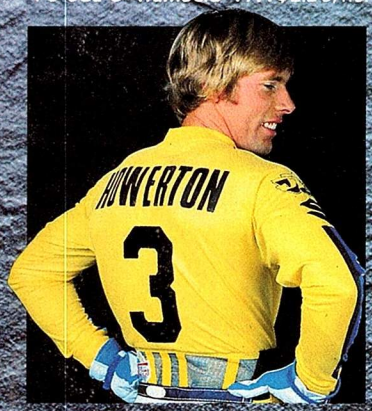
Kidney belts used to be a pain until JT developed the first lightweight, vented kidney belt ever designed. It's nice to know I don't have to suffer for protection anymore. I'm stayin' on the JT "support" team.

Johnny "O'Show" O'Mara

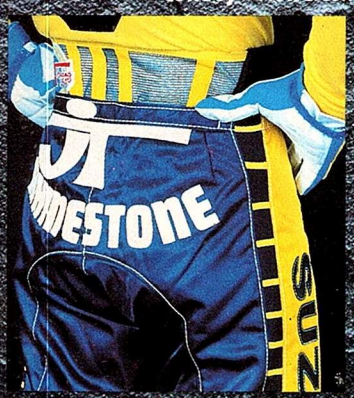
JT VENTILATORS™
. . . $64.10

JT FAN BELTS™
. . . $21.95

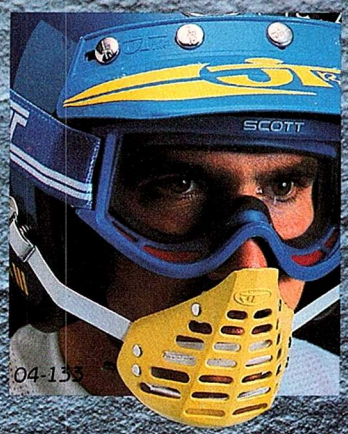
JT Jersey Lettering:
70-820 3" letters $1.25/letter
70-816 11" SX Numbers $3.00/no.
70-821 8" Numbers . . . . $2.50/no.



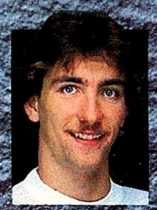
Well, JT wouldn't put my name in rhinestones, but they'll do just about anything else.
Kent "Rhinestone Cowboy" Howerton



JT Pant Lettering:
70-271 JT Rear Logo $5.00
70-277 JT Leg Logo (Not Shown) $4.00
70-272 Name on rear $2.50/letter

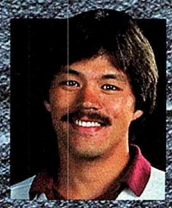


JT's new mouthguard is made for motocross not ice hockey. It covers my nose and cheeks better, has a good fit and more ventilation. It's a long way to California from Belgium, but I go there for equipment for one reason . . . JT understands motocross and so do I!



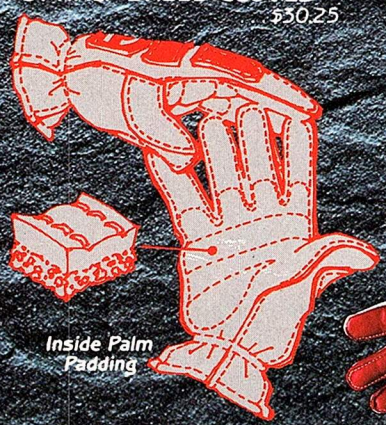
Georges Jobe
1980 250cc World Champion

NEW! JT Vented Faceguard
Lightweight faceguard features face and upper nose protection, chin coverage, ventilation, and conforms to face shape for ultimate comfort and fit. $8.95

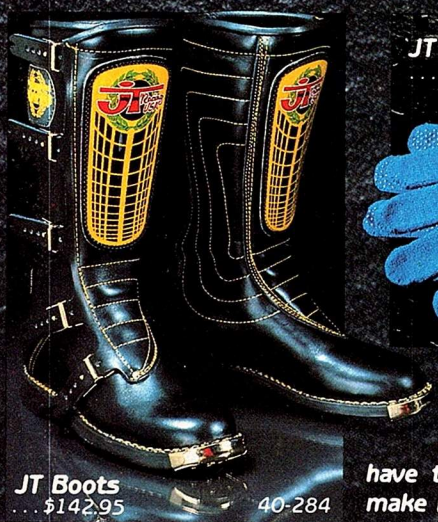


Look, in order to do well, I must stay loose and JT gloves provide me with the proper grip to do that. I can't afford blisters, lack of back padding or stiff moving gloves. And with the vented back, my hands stay cool even when I'm pushin' hard between Schultz and Magoo through 2 forty-minute motos.
Chuck "Rising" Sun

JT HALF-BREED GLOVES™ $30.25



Red, white, and blue glove available in 3 padding styles. All other gloves have inside palm padding only.



JT Boots
. . . $142.95 40-284

JT WET GLOVES™
. . . $3.95

You know, I use these gloves everywhere and I don't know why JT calls 'em "wet gloves." They really grab the bars—wet or dry. And when they get dirty and muddy, I just throw 'em in the washer. I don't have to baby these babies.
"Jumpin" Jim Gibson

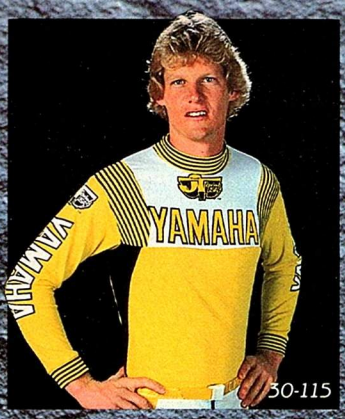
I'm tellin' ya, Europe's no cake-walk. You gotta have tough stuff or you don't make it. JT fixed a boot for me with plastic protectors in toe/heel, ankle padding, new buckles, and a tempered-steel insole. Now I've got my feet on the pegs and my eye on the World Championship. Feet don't fail me now!
"Dynamite Dan" LaPorte

JT Team Legaitors™
. . . $19.95

Team	Adult #	Kid's #
Yamaha	06-258	06-158
Suzuki	06-259	06-159
Honda	06-262	06-162
Kawasaki	06-270	06-170

Johnny O's handy mud protectors have velcro back, snap-tab, and elastic top.

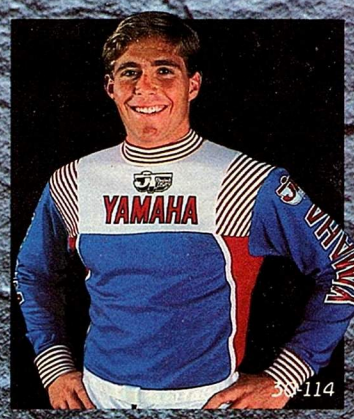
JT Racing USA



30-115

Yamaha USA Replica . . . $32.95

European style Yamaha jersey as worn by Danny LaPorte is a winner! Spandex striping in shoulder, neck, and sleeve permit freedom of movement and extension.



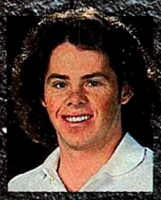
30-114

Yamaha Euro Replica . . . $32.95

All JT jerseys available in sizes S, M, L & XL.

JT Team Screen™ . . . $47.75

50-087
50-086
50-085
50-089
50-084



When I'm within a stone's throw of the knobby in front of me, JT's vented Team Screen helps me to be more aggressive. I can go for it and not take a beating.

Jeff "Flyin' Freckle" Ward

Scott Model 89 . . . $18.95

03-116

03-113
03-115
03-114
03-111

Scott Model 90 . . . $24.95

Scott Facemask

. . . $6.95
04-160

JT Supercross Rockguard . . . $8.95
04-175

JT Supercross Visor . . . $4.95
04-109

I can't see using any other goggle when in all my career I've always used Scott . . . the absolute best. They're World Champions in my book!

"Dynamite Dan" LaPorte

With JT's mouthguards and visors I don't have to take it on the chin. Or the nose. Or the goggles. I'm almost "roost-proof" . . . JT's got me covered.

Scott "Only a Lad" Burnworth

TRUE GRIP

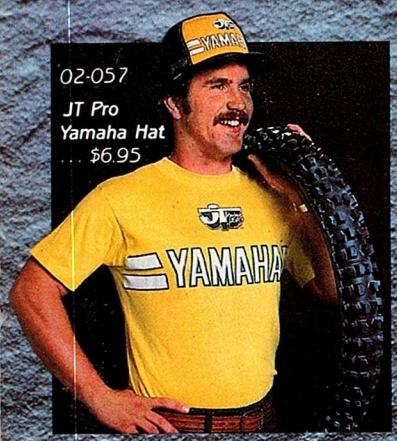
09-161
09-162
09-164
. . . $4.95
09-165
09-160

JT Jumbo Stickie Bag . . . $9.95
05-624

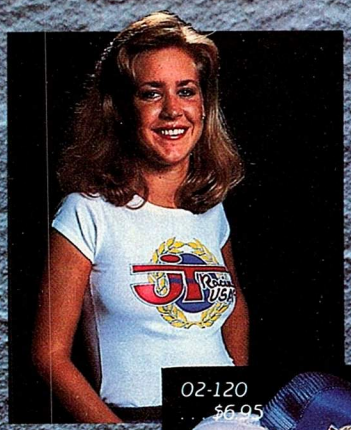
JT Power Pak . . . $5.95
05-619

If my arms get tired in the middle of a race, I've had it. Muscle fatigue is a killer. That's why I use JT True Grips. They're the thinnest grip on the market.

"Jumpin" Jim Gibson



02-057
JT Pro Yamaha Hat . . . $6.95



02-120 . . . $6.95

JT Victory Wreath Hats

09-299
JT Fun-brella . . . $34.95
Grrreat for rain or shine.

02-119 . . . $9.95

SIT ON IT! That's the idea with JT's new umbrella! Handle becomes a seat at trackside when the rain stops.
Clint Hardick

JT Pro Yamaha

07-557 Men	$9.50
07-757 Women	$8.75
08-557 Kid's	$8.75

ALL JT T-SHIRTS AVAILABLE IN COLORS SHOWN ONLY.

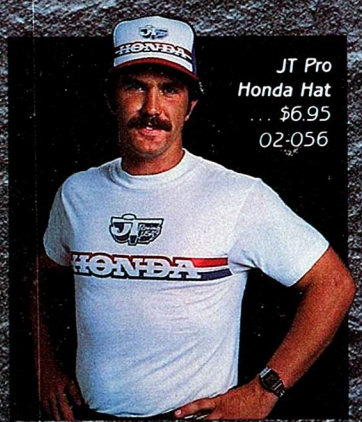
JT Victory Wreath

07-619 Men	$8.50
07-819 Women	$7.90
08-619 Kid's	$7.90

Men's sizes: S, M, L & XL
Women's & Kid's: S, M, & L

JT Pro Suzuki

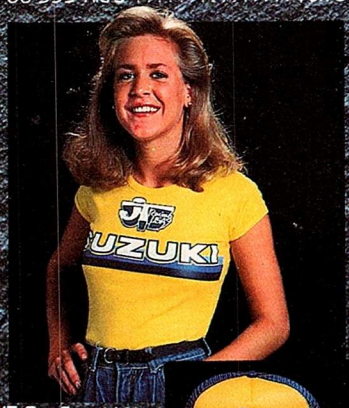
07-559 Men	$9.50
07-759 Women	$8.75
08-559 Kid's	$8.75

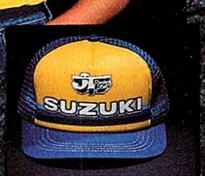


JT Pro Honda Hat . . . $6.95
02-056

JT Pro Honda

07-356 Men	$9.50
07-756 Women	$8.75
08-556 Kid's	$8.75





JT Pro Suzuki Hat
02-059 . . . $6.95

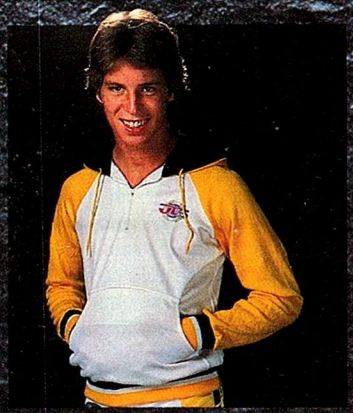
09-307 **JT Fourth Gear Cross Bag** . . . $48.95

JT Fifth Gear Double Cross Bag
09-308 . . . $80.95

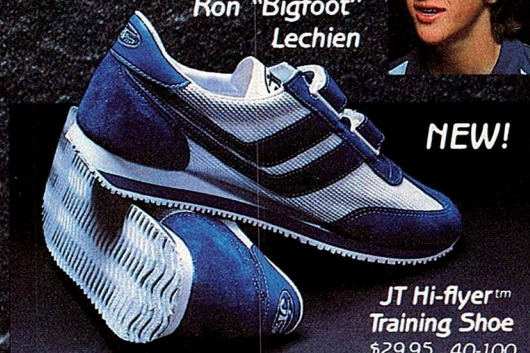
09-306
JT Third Gear Duffle Bag . . . $31.95

09-304
JT Second Gear Training Bag . . . $18.95

JT's vented training shoe with the trick velcro fasteners are HOT! Super adjustable and perfect for a quick change in the pits.
Ron "Bigfoot" Lechien



09-663
09-665
09-664
09-662
JT Team Wallets . . . $8.95



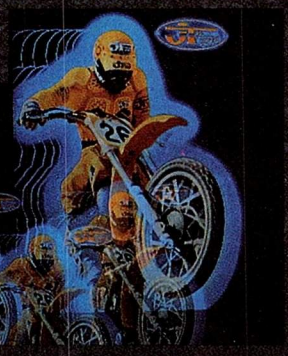
NEW!
JT Hi-flyer™ Training Shoe
. . . $29.95 40-100

JT TEAMMATE SWEATSHIRTS
Hand-warmer pockets and drawstring hood. 100% acrylic in sizes S, M, or L . . . $24.95

06-200 Red/White/Blue
06-201 Blue/Yellow/White
06-202 Black/Yellow/White

(Refundable with first $50.00 Order.)

JT CATALOG . . . $6.00



Name _____ Last Name First
Address _____
City _____ State _____
Zip _____ Amt. Enclosed _____
☐ MC ☐ VISA ☐ AM EXPRESS
☐ C.O.D. ☐ CASH Exp. Date _____
Credit Card No. _____

Part #	Quan.	Size	Color	Amt.

ALL PREPAID & COD ORDERS SENT FREIGHT COLLECT!

*Send money order to avoid delay in shipping. Allow 45 days on orders with personal checks. Orders less than $10.00 add $1.50 shipping fee. Foreign orders add 10% shipping fee prepaid in U.S. currency. For super-fast delivery call (714) 427-0971. 15% handling charge on all products returned. Items subject to price change without notice. **Dealer:** Send for free catalog on letterhead.*

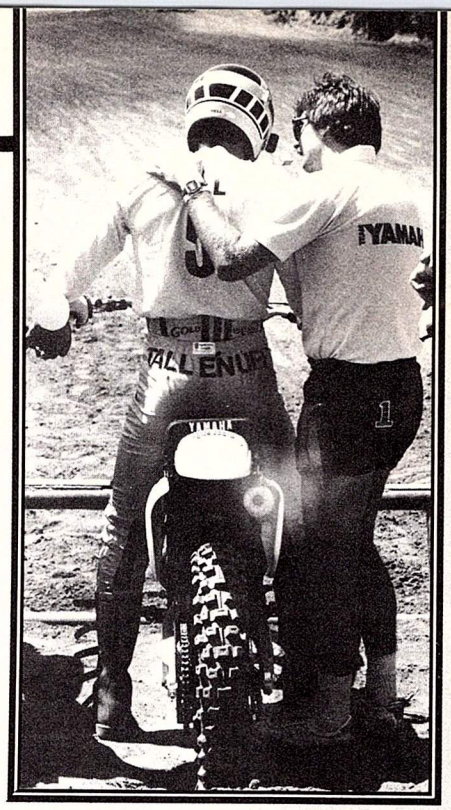
ALL CUSTOM LETTERING IS NOT RETURNABLE. NO CUSTOM LETTERING ON C.O.D.

Name Applied _____ No. Applied _____
Cost/letter _____ Total Cost _____
Calif. residents add 6% sales tax.

JT RACING USA MX SEPT
303 W. 35th St. Ste. C, National City, CA 92050
(714) 427-0971 Telex No. 697-869

MIKE BELL

Racing has its ups and downs. Mike and mechanic Ron Heben endure a bad break of a different sort at this year's Carlsbad 500 National.



With the support of his teammates, his new mechanic, and his family, Mike Bell feels he has what he most needs for winning.

was killing me, but he couldn't find anything wrong.

MXA: *— Whose decision was it to change mechanics?*

Mike: — Ron Heben (*pronounced* heebeen).

MXA: *— When you got your new mechanic, would you compare it to getting a fresh start?*

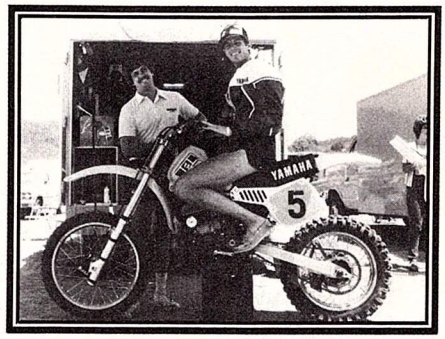
Mike: — Yes, because he was enthusiastic. It was like I was his number one effort. Whatever it would take to win, he was going to back me. He pushed me hard in practicing, training and doing what it took to win.

MXA: *— How do you know when you've attained what you need in order to win?*

Mike: — You've got to know what the pace is. When I won my first National (*1978 St. Louis 500cc National*), I found it. All of a sudden you go (*snaps*) and then you know where it is. That's how fast you've got to go; that's how in shape you've got to be. You've got to do that. But you know, you've also got to do that every year. You've got to get out there and go, *Whoo, they're going faster!* So you've got to go that much harder. A lot of it is confidence. I felt so good in the race at Washougal because of my win at the Superbowl.

MXA: *— This year Honda offered its riders massive amounts of bonus money for championships, about $100,000 for a title. Do you feel they "bought" championships with their bonus program?*

Mike: — I don't think so. Even if we only get $25,000 to win a championship, we still want to win. You're not out there saying, *Gee, it's only $25,000 compared to $100,000.* It's not that way for me. I don't know if other riders feel that way. I don't think anybody gets anything for second. There's no compromising. You can't take second for $50,000. Only the winner gets paid! I think most of the guys who get to the level that we're at have so much competitive spirit that I don't think the money is what they're after. You don't think about the money until later.



With Ron Heben spinning the wrenches for Mike this season, Bell felt he regained confidence in himself.

MXA: *— How do you feel about signing long-term contracts compared to short-term? You've always negotiated two- and three-year contracts instead of one-year contracts.*

Mike: — The longer-term contracts make you feel secure. It's nice to know you're going to have that income regardless of how the year goes. This year I got hurt right at the beginning of the year. It was nice to know I had some time to heal and come back. One disadvantage is that different factories might call with an offer that could be better, or maybe their bikes might be a little better, but you're already committed.

MXA: *— At the start of this year you seemed to have your share of troubles. What finally happened to put you back out front?*

Mike: — I think it was the starts. I finally got my starts down. I could run with those guys, no problem. It was just getting up to the front that was difficult. It's so hard to come from the back. You're tired and they have just been riding around. You have to go two or three seconds a lap faster to catch up. Then getting *around* the riders is a whole different story. Forty-five minutes isn't all that long when you've got to pass 40 guys.

MXA: *— How about giving us your thoughts on some of the other riders you compete against? Broc Glover, for instance.*

Mike: — We're teammates and get along well together. I think he's a great talent and he's got a lot of ability. Sometimes, though, when he's up or down, I don't understand why. I don't think he does either. He really wants to win, but he seems frustrated. He's really unhappy with himself when he gets second. He's not the kind of rider to come in and say, "Oh well, I gave it my best shot." He's mad when he doesn't win. He works hard for it. But it's like I said . . . everything's just got to go right.

MXA: *— What about Mark Barnett?*

Mike: — In the 125s he had some races that were unbelievable. But this year Johnny O. has really come on strong; so has Jeff Ward. Even at the tracks Barnett considers his home tracks, like Buchanan, O'Mara and Ward stayed right with him. Barnett was in great shape, though; I couldn't believe it.

At that race (*Buchanan*) he came in from the moto with his helmet and Jofa on, but

(*continued on page 76*)

DANNY...

250 WORLD CHAMPION

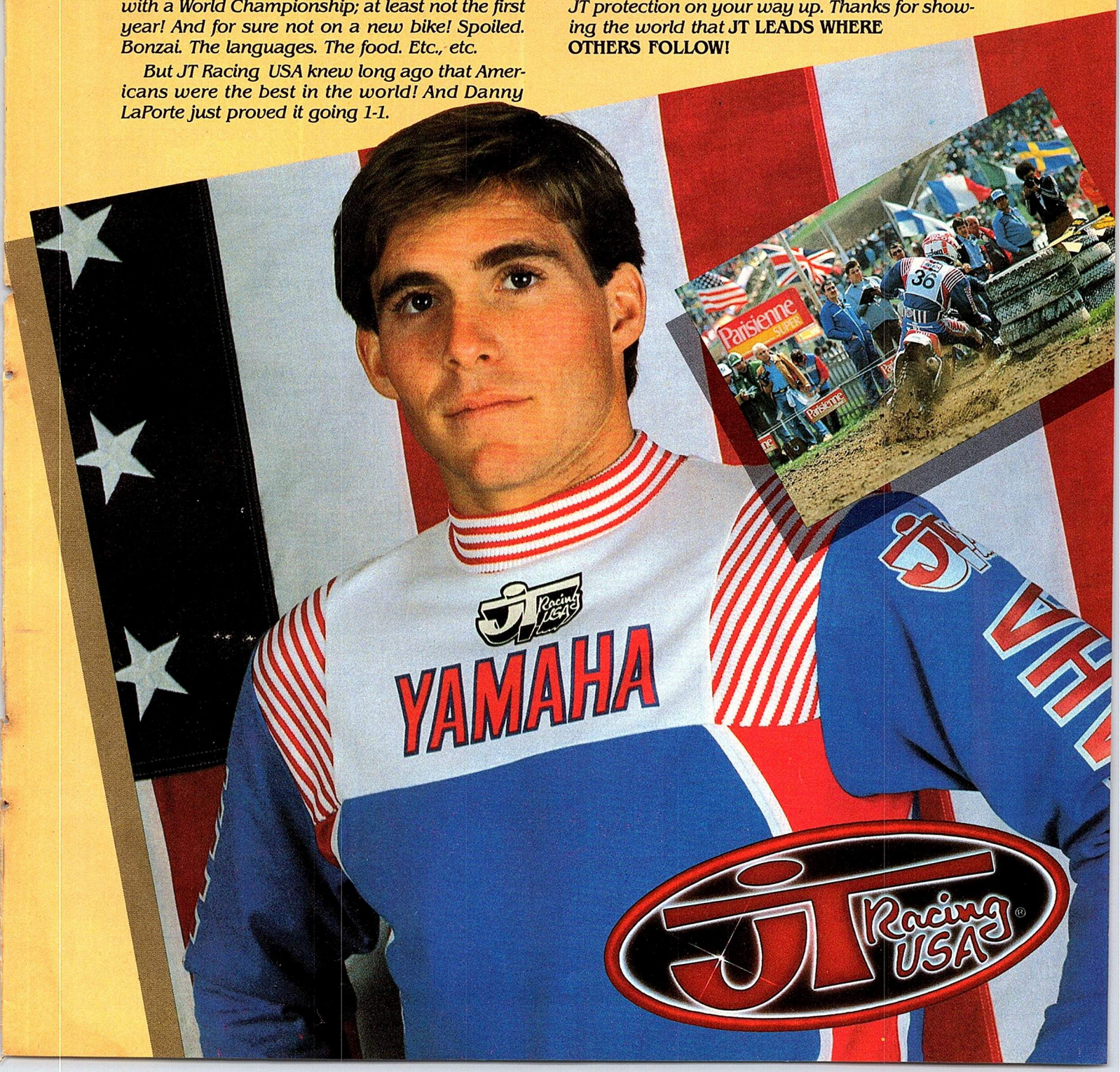
(Made in U.S.A.)

They said it couldn't be done! No American could just waltz over to Europe and walk away with a World Championship; at least not the first year! And for sure not on a new bike! Spoiled. Bonzai. The languages. The food. Etc., etc.

But JT Racing USA knew long ago that Americans were the best in the world! And Danny LaPorte just proved it going 1-1.

First year out. First in the World!

Danny, we salute you! Thanks for believing in JT protection on your way up. Thanks for showing the world that **JT LEADS WHERE OTHERS FOLLOW!**

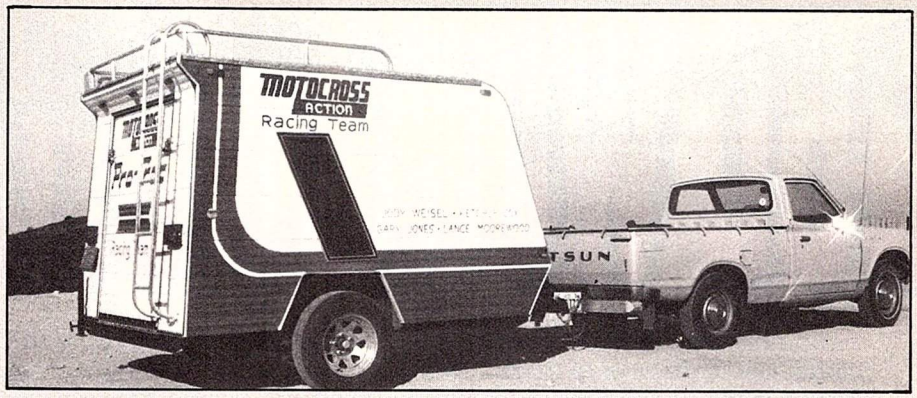


PRO-TRAC: MAKING IT

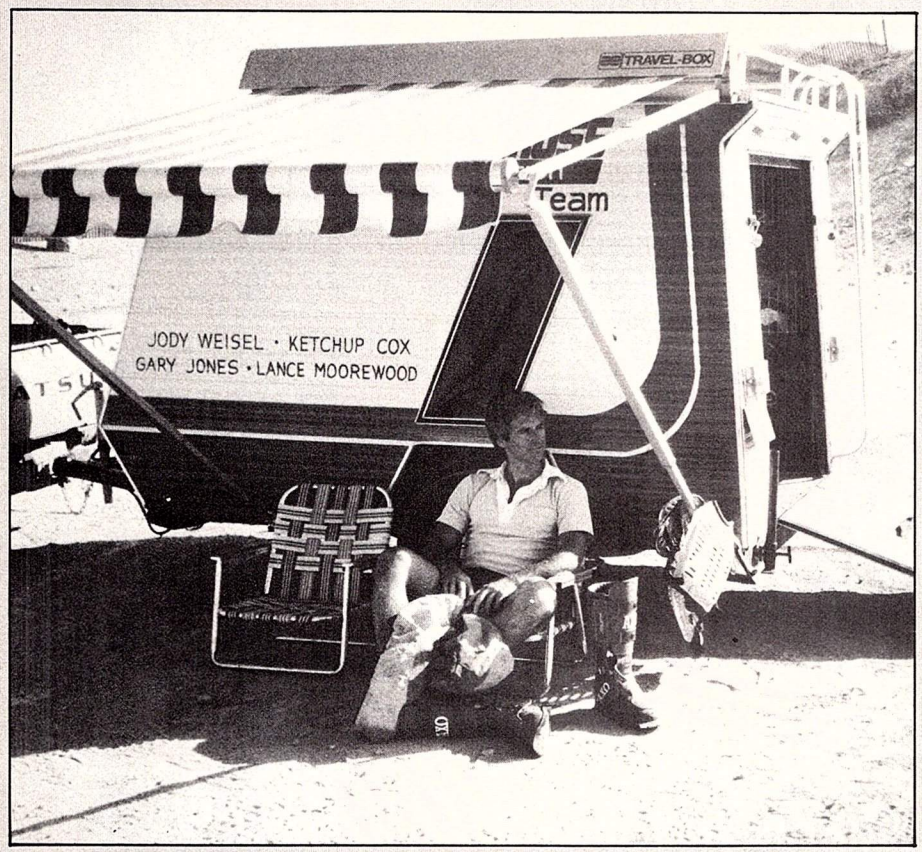
Buy that sports car

By Jody Weisel

☐ Economic times change, and with the rise and fall of the peso, mark, ruble, yen and buck, the tides and fortunes of the average motocrosser's play bank account yo-yo. Bank-book yo-yo is so called because every time it looks like it might build up, it goes back down again.



Pro-Trac trailers can be ordered in any size, from this 12-footer that can be pulled by a Japanese pickup, to something that would require a Sherman tank.



With options like a walk-on roof, trick windows, sun awning and factory team paint job, Team MXA casually eschews the life of dust, dirt and sunburn at the track.

One of the first motocross victims of the inflationary spiral was the van. The once-mighty trademark of the professional motocross racer, the big, long, rumbling and convenient American van has tumbled from its preordained spot of required equipment to the state that only 20 percent of American racers still use it to get to the races. Most opt for the pickup truck's lower overall cost, around-town usability and 20 miles to the gallon.

And with the decline of the van has come the increase in trailer usage—not the old three-rail jobs, but the new, super sano enclosed models. The most popular of these units is the Pro-Trac Trailer. It turns the family car, Japanese pickup or over-full Honda Civic into a van. And, best of all, only when it has too. Now a motocrosser can buy a 35-mile-to-the-gallon miser for six days a week and still have luxurious accommodations on raceday.

FLOATING CRUISE SHIP

The mighty *MXA* Racing Team Pro-Trac Trailer is the bare model ($1550), with a few extras and a lot of personal touches. It can be towed by anything from the powerful Jodymobile to the lowliest four-wheeled econo-box. With an overall length of 12 feet, the *MXA* trailer is small (room for three bikes), light (750 pounds) and agile. It has plenty of room for all the bikes and equipment, while leaving the Jodymobile free to hold the contents of lovely Louella's purse. (In fact, before *MXA* got the Pro-Trac Trailer we thought of putting the bikes in Louella's purse, but we feared they might get lost under the eyeliner.)

HOW BIG OF A CAR DOES IT TAKE?

With sizes ranging from 12, 16, 20 to infinite feet, there is a Pro-Trac for everyone. There is hardly a car too small for a Pro-Trac (except for an Isetta or Messerschmidt), and towing is a simple matter of leaving out the E-brake turns and power-slides. Other than that, you need a trailer hitch and a desire to be cooler than that which society blessed you to be.

Two types of people would benefit from owning a Pro-Trac Trailer: full-time racers, and casual, three-time-a-month hotshoes. Full-time MXers love to jam every available inch of space with something, and an enclosed trailer multiplies that possibility. The regular but casual racer can go out and buy that Z-28, Supra or Mustang for dive-bombing the A&W, and still get to the races in style.

For more info contact Pro-Trac Trailers, 25437 Rye Canyon Road, Valencia, California 91355; 805-257-2220. They have Pro-Trac factories spread out across the United States and can deliver one with your specifications. It is like owning a Porche maxi-van. ☐

When the tailgate is down, there is room for three bikes, all the gear, and lovely Louella's purse. Okay, maybe the purse won't fit after all.

Just pull the ROLL OFF'S™ button...

PATENT PENDING

—instant clear vision!

SMITH's revolutionary lens-advance system provides you continuous clear vision in even the sloppiest conditions. Each **ROLL OFF'S**™ film cartridge gives you 25 or more clear views, available as needed while riding.

"gives you 25 or more clear views"

With **ROLL OFF'S**™ you look through only one thin layer of film, eliminating the distortion and cloudiness of traditional layered tear-off's.

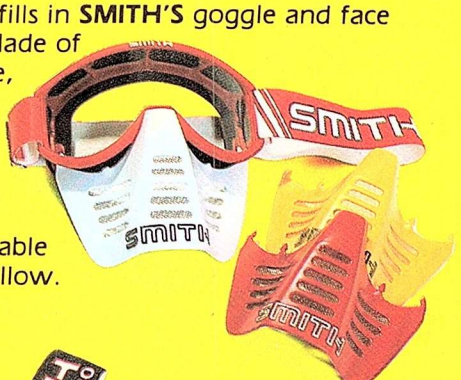
ROLL OFF'S™ come already mounted on **SMITH SMX** or **Scott Series R** Lexan lenses. You can easily re-mount the system on replacement lenses.

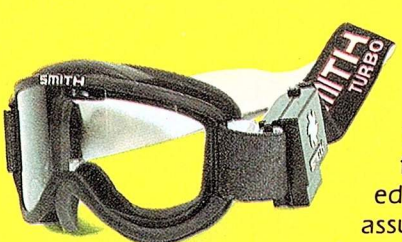
ROLL OFF'S™ and **ROLL OFF'S**™ replacement cartridges are available at your dealer today. When you buy your **ROLL OFF'S**™ system you get two replacement cartridges, **equal to 50 or more tear-off's.**

SMITH ROLL OFF'S™ are designed with our popular **SMX** and **Turbo Fan** goggles in mind as another step toward a higher level of goggle performance.

SMITH's SMX goggle features increased air vent area, improved nose fit and scratch resistant Lexan lens. It is available in yellow, red and blue.

A new **Face Guard** fills in **SMITH'S** goggle and face protection system. Made of tough polypropylene, the **Face Guard's** large vent areas feature a molded screen. It attaches easily to all **SMX** goggles, and is available in red, white and yellow.





The **Turbo Fan** goggle features a small electric fan which creates added air flow for cooling and assures **no-fog performance.** It carries a nine-volt battery pack which is easily operated while riding.

SMITH

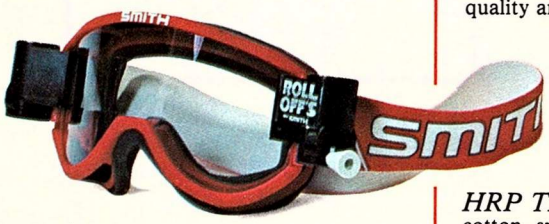
Box 74 Sun Valley, Idaho 83353

ANSWER PRODUCTS FOR YZ's. Seat covers F-H *$20.00*, J *$25.00* Type ll Handlebars gold or yellow, *$28.00*. G-H Silencers, 125cc, 250cc, 465cc, *$47.00* 490cc, J *$53.00*

CYCLE AM HURRICANE FENDERS. Vented front $22.00, Rear *$16.00*. Number Plates in AMA colors. 12''X12'' and Mini. *$7.95*

SMITH SMX GOGGLE. Outstanding fit and vision. Red, Yellow, Blue. *$21.95*

SMITH TURBO FAN Trick new goggle from Smith with fan for cooling and no-fog performance. Black only. *$65.00*



SMITH ROLL OFF's New film advance system for continuous clear vision in sloppiest conditions. *$29.95*. Specify Smith SMX or Scott Series R pre-mounted lens. Pack of two replacement film cartridges *$9.95*

HRP YAMAHA MOTO III... 82 Moto III in Yamaha team colors with Bob's own graphics. Manufactured for HRP by Bell. *$140.00*

HANNAH HI BACK PANTS Bob's own design pants with the belt built-in. All nylon, leather, reinforced knees. Team logos sewn on for long lasting good looks. 26-36. *$124.00*

VENTED PANT The only way to go in hot weather. White with Yamaha graphic only. 26-36. *$129.00*

HANNAH SPORT GLASSES. Premium sunglasses with Hannah logo. Handmade by SMITH for the ultimate in quality and style. *$45.00*

HRP GLOVES with natural leather palm and nylon back from KOHO in Finland. *$34.00*

HRP TEAM JERSEYS. 100% cotton, small, medium, large, extra large. *$18.50* Vented *$24.00*

HRP T-shirt *$9.50* Hat *$7.00* Deluxe Hannah Sticker Pack *$5.00*

Hannah™
RACING PRODUCTS

Box 2109 Sun Valley Idaho 83353. 208-726-4343 *Order Today!*

See your dealer or call HRP (208) 726-4343. No collect calls please. Phone orders use credit card or COD. Ordering with coupon you may include money order or cashiers check for order total. Personal checks require 45 days for delivery. Orders under $20 include $1.50 to cover shipping. Others shipped freight collect. Sorry, foreign orders must be prepaid including 15% for freight. Prices subject to change without notice. Orders for Flak Jaks should include color combination description on separate sheet of paper.

Name _____

Address _____

City _____ State _____ Zip _____

_____ COD _____ CASH _____ VISA _____ MC Card Exp. _____

Credit Card No. _____

Name on Card _____

Item Model Size Color Amount

_____

_____

Idaho residents add 3% sales tax _____

Total cost _____

Flak Jak™

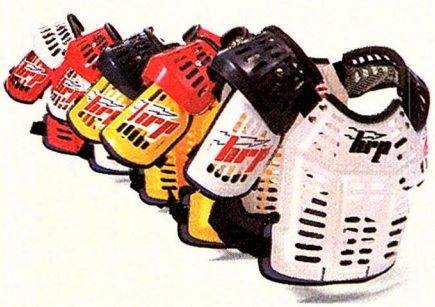
from HRP

"No tricks. No gimmicks. Here's a new product that works. And really works."

The HRP Flak Jak offers you the first major breakthrough in chest protectors and pad design since motocross and off-road riders picked up their first set of hockey pads. The patented Flak Jak is designed specifically for motorcycle riding. Large and small sizes. *$70.00*

Bob designed, tested and uses the Flak Jak for all conditions. Unlike other pads, the Flak Jak forces air to flow over *all* areas of your upper body preventing heat build-up. The light ght, tough plastic protective plates are supported away from your body with a unique suspension system allowing free and active movement.

Design your own.
HRP offers you any combination of team colors using yellow, red, white and blue.



Die cut, stick-on, AMA approved letters and numbers are also available. Letters: *$.50* ea. Numbers: *$1.00* ea.

More HRP products that work

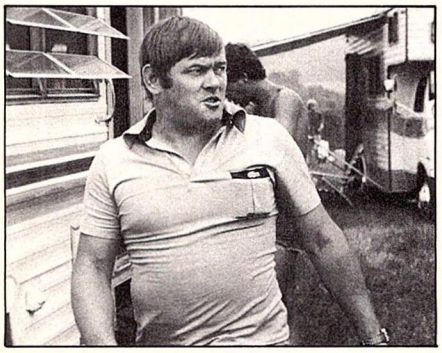
AT LAST!
New Small Size
* Exactly like original only smaller
* Fully adjustable

EUROPEAN MOTO-CHALLENGE

Baborovsky, Kudiakov, Kavinov, Popinko, Arbekov, Moiseev, Brezhnev, Krushchev . . .

☐Have you been getting your shorts blown off by little Billy Barbanger down at your friendly local dealer? What can you do to show that teenage whippersnapper that you know more about motocross than his minicycle-fried brain ever dreamed of? How about duking it out in an unfriendly game of Moto-Challenge? And just to make sure you'll win this time, Moto-Challenge is all about European motocrossers. We mean *real* European motocrossers, not those effete Frenchmen and Belgians racing today, but iron men, *he-men,* real men with difficult-to-pronounce names.

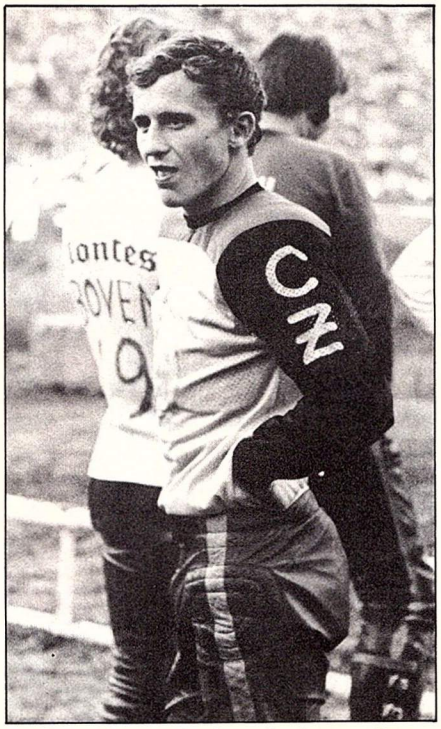
Line up on the starting line and start naming names. No trick questions—just name and country.



1. *This burly fellow was one of the greatest riders of all time. He was also one of the great partiers of motocross.*

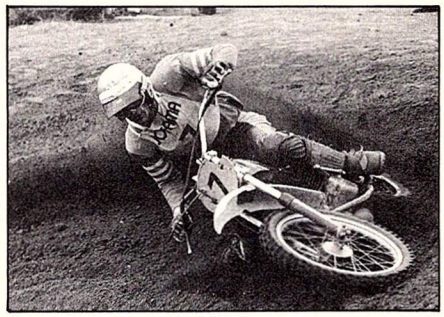
2. *After living in the shadows of his superstar teammates, this World Champion finally came into his own after shifting out of the 250 class.*

3. *This rider never won a World Championship, but his name was synonymous with the art of motocross.*



4. *Once rumored to have leukemia, this early 1970s star is still competing today.*

5. *About the only way anyone could catch up to this Champion was by locking him in a cage.*



6. *This 500cc World Champion was stylish and graceful. He rode Huskys, Bultacos and Yamahas.*

SCORING: We're not cutting anybody any slack on this test. These were the biggest names in motocross less than five years ago. If you know your stuff, you got five out of six correct. If you missed more than two of these riders, you probably also flunked American history.

ANSWERS

1. Six-time 250 World Champion Joel Robert (Belgium) wasn't into training. He smoked, drank and stayed out late on the night of a race, but he also won the next day. 2. Suzuki asked little Gaston Rahier (Belgium) to switch to the 125 class. He did so thinking that after he won it they would let him return to the big bikes. He didn't return to big bikes for six years. 3. Ake Jonsson (Sweden) rode for Maico, and when he switched to Yamaha he took his Maico forks with him. Ake wrote one of the best motocross books ever written. 4. Jaroslav Falta (Czechoslovakia) recovered from whatever illness he was supposed to have had, and still races the 250 GPs on a CZ. 5. Roger DeCoster (Belgium) went to a race in Peru, and his pits were enclosed with wire. 6. Bengt Aberg (Sweden) won the 500cc World Championship in 1970.

TEAM HONDA'S BEEN EXPECTING FOR 5 MONTHS.

Darrell Shultz clinches 500 National Championship at Carlsbad.

DARRELL SHULTZ DELIVERS 500cc TITLE.

For the third time this season, a Team Honda racer has successfully delivered another major title. This time it was the 500 cc National Championship.

Performing the delivery was an injured Darrell Shultz who was assisted by his ace mechanic Chris Haines.

When asked about the painful delivery, Darrell said it wasn't too bad. Fortunately, he was given something really strong to race on.

A Pro-Link™ equipped RC480R.

Congratulations are in order. Both Darrell and the trophy are doing fine.

HONDA
FOLLOW THE LEADER

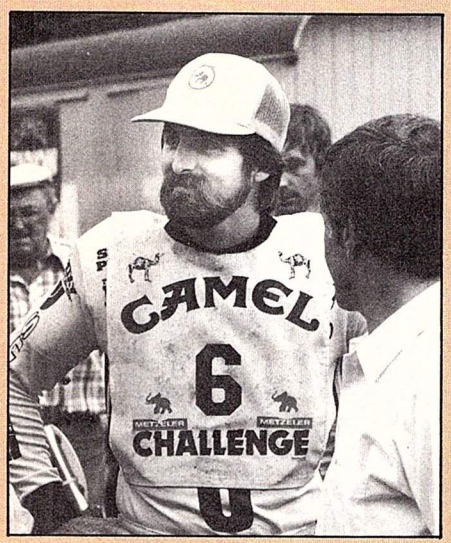
ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.

500 WORLD CHAMPIONSHIP

GRAND PRIX OF LUXEMBOURG

Lackey's decade of dedication pays off

By Jack Burnicle

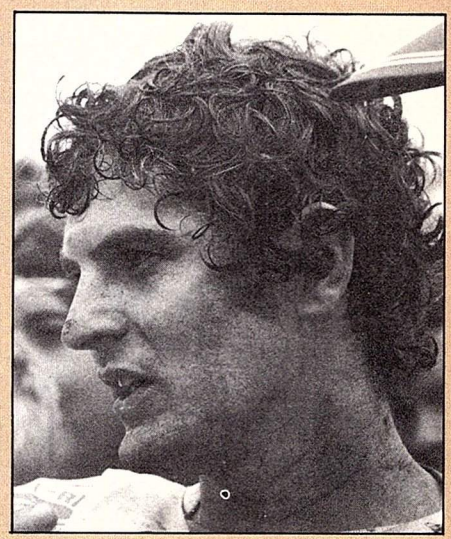


Brad Lackey looked cool and confident before the start of the day's racing. Things would be different this year!

☐ For the last two seasons, the World 500cc Motocross Championship has been resolved in a last-ditch battle at Luxembourg's traditionally ill-tempered final round.

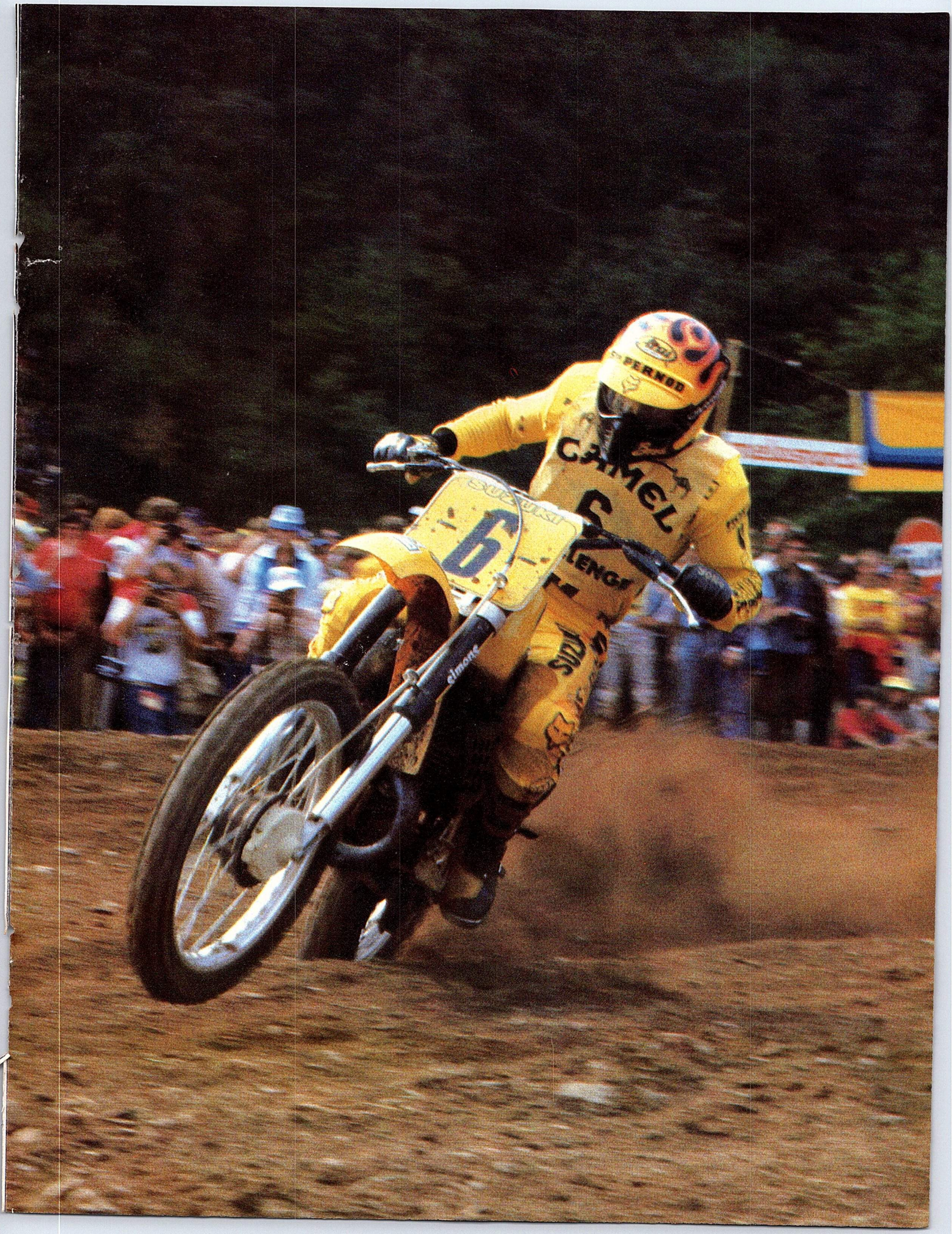
Each occasion has featured Honda-mounted Belgian Andre Malherbe, controversial victor over California's Brad Lackey in 1980 and a less troublesome winner against 1979 Champ Graham Noyce in 1981. But this time reigning Champion Malherbe had vanished from the fray following a cataclysmic visit to Carlsbad, and compatriot Andre Vromans had taken up the harassment of title leader and perennial runner-up "Bad" Brad Lackey.

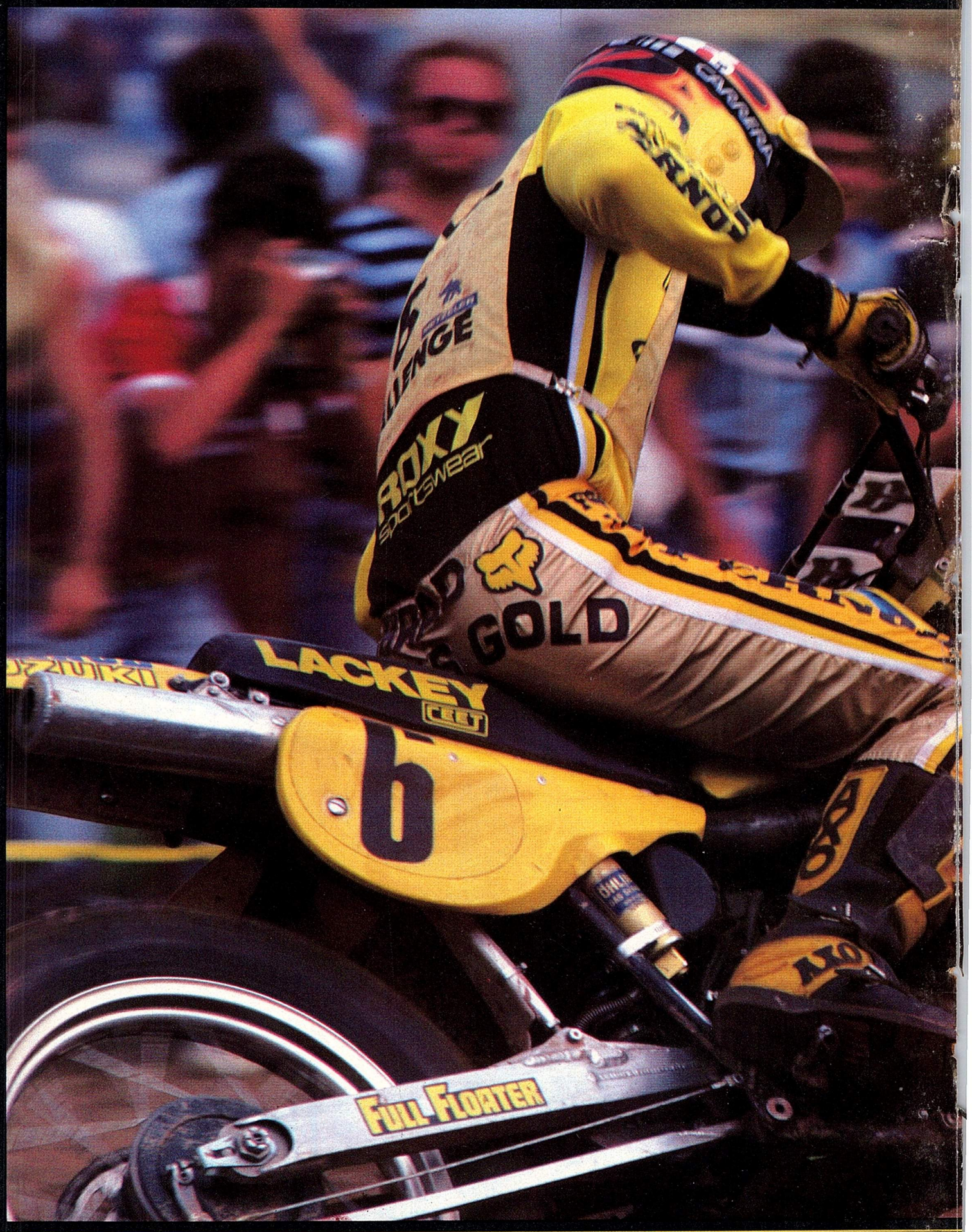
Besides Malherbe, fellow factory pilots Hakan Carlqvist (Yamaha), Jean-Jacques Bruno (Suzuki) and Gerard Rond (KTM) had all missed considerable slabs of the season and were struggling to return, while Noyce had run badly out of form in the middle of the year. This left the title indelibly

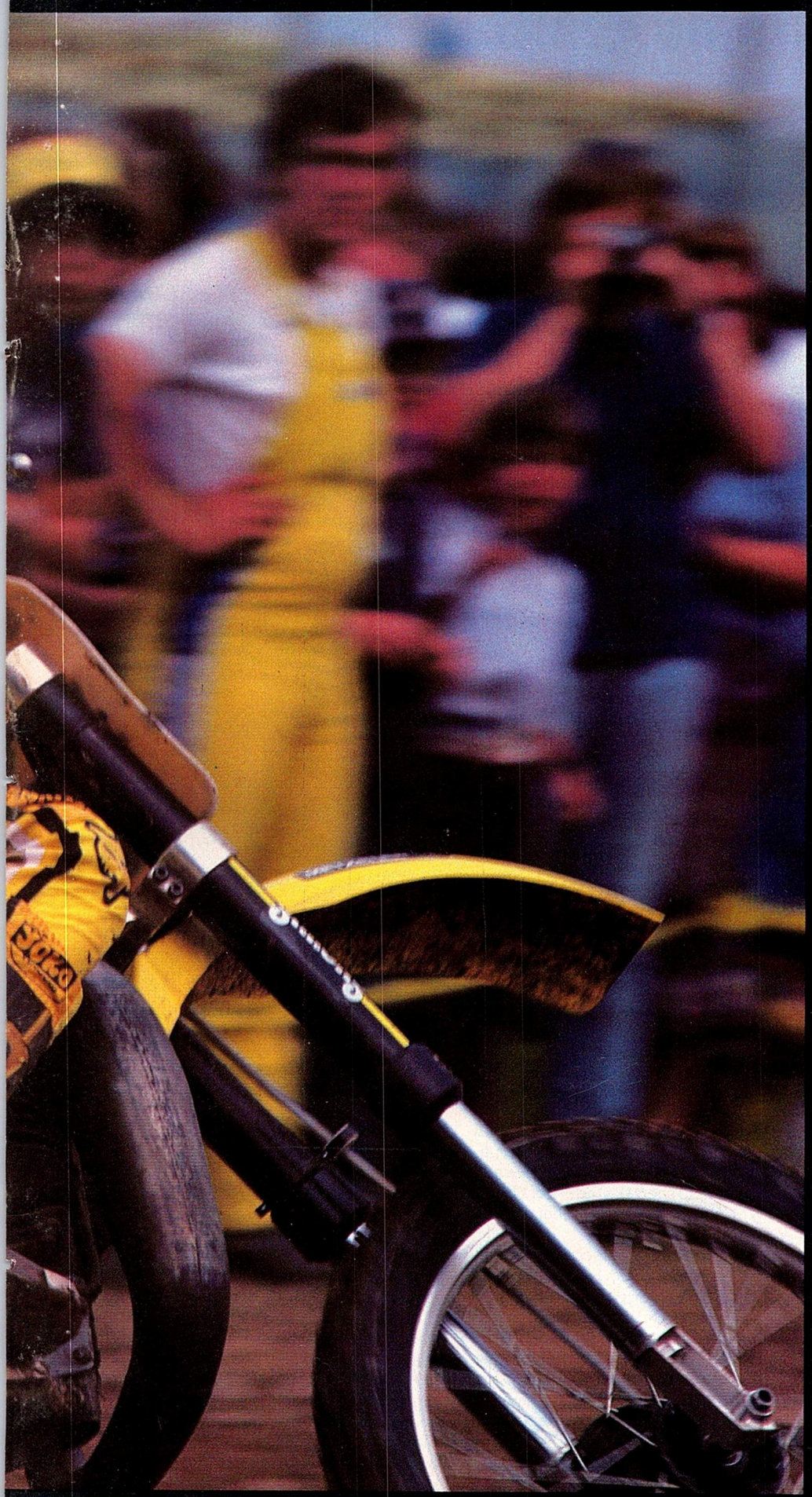


Andre Vromans was a disappointed but sporting second to Lackey in the 500cc World Championships.

Graham Noyce grabs the holeshot at Ettelbruck ahead of Brad Lackey (6) and Hakan Carlqvist (3). A run-in with a spectator a few laps later left Noyce with a broken hand.


PERNOD
CAMEL
6
SUZUKI
elmore


ROXY
sportswear
GOLD
LACKEY
6
FULL FLOATER



Dave Hawkins

500cc WORLD CHAMPION

FIM

FOUNDED 1904

PRO VIRTUTE ET SCIENTIA

BRAD LACKEY

500 WORLD CHAMPIONSHIP

Lackey lines up Vromans for the pass that catapulted his long-sought-after quest for the World Championship. Ten years of dogged determination and heartbreak for Brad were finally fulfilled.

Spectators lining the circuits were a constant danger. Noyce and Vromans accelerate down a straight with over-anxious fans clearly blocking lines further up the track.

destined for Suzuki, with Vromans four points behind Lackey as they entered the final act. Four successive GPs, in the U.S., Canada, Great Britain and Belgium, had witnessed pulverising duels between the pair. Luxembourg would be the last—at least for this year.

But Carlqvist and Noyce had made their intentions plain in Belgium, where the Swedish powerhouse Hakan Carlqvist (who had returned straight back into the GPs after an enforced seven-week absence due to injury) led the second moto until a smashed back wheel put him furiously out with two laps to go. Right there to take over was Noyce, scoring his first moto win since Sweden back in May.

Dark horses throughout the year were Noyce's countrymen Neil Hudson (Yamaha) and David Thorpe (Kawasaki). The reigning 250 Champ was adjusting to an unfamiliar environment and the 19-year-old ex-schoolboy prodigy was exploring the world circuits for his first full season. Both had adapted well and won the odd race, but Hudson's third place in the table was threatened by Noyce, three points back; Thorpe, just four adrift of Malherbe in sixth place, looked certain to overtake the absent Belgian. Which only goes to show that nothing is *ever* certain!

The battle for the lower leaderboard positions featured American renegade Gary Semics (Honda), Carlqvist, Bruno, Jaak Van Velthoven (KTM), and Jukka Sintonen (Yamaha). Semics, temporarily attended by Malherbe's ex-Mikkola mechanic Hessa Pentilla, was a pretty safe seventh in his impressive European debut; but tall, gaunt veteran Van Velthoven (a spectator due to a badly broken finger sustained at Namur) was in danger of slipping out of the top ten for the first time in many seasons. He lay just one point in front of the energetic young Finn Sintonen, who was awakening Yamaha's interest with his mercurial speed.

FIRST MOTO

Raceday dawned muggy and overcast, a typical Luxembourg weekend, having had heavy rainstorms on Friday and Saturday evenings. The equally typical Luxembourg crowd, a combustible mixture of Belgian, French, Dutch and German, gathered around the rolling valleys of Ettelbruck in their thousands to witness the final Suzuki confrontation. A terrifying absence of control over their movements on raceday, always a problem at Ettelbruck, was to have drastic consequences. Vociferous batches of American support were also in evidence. Brad was not alone.

The fast men chose the right-hand side of the starting gate for a wide sweep into the 180-degree first turn. Noyce, confident despite only placing tenth in timed practice, got there first, slamming the Honda under-

the CONTROLLERS

THE NEW GENERATION—SERIES III

Designed and developed by the best! **BARNETT, BELL, HANNAH, HANSEN,** and **O'MARA,** to name a few. Series III are made of 4130 chromoly, are heli-arc welded, have a colorful durable coating and a specially designed bend for quicker turning and more control. At **ANSWER,** our stubborn insistence on performance has kept us way ahead of our competition, even the imitators, so it comes as no surprise to find almost every pro and major team using our bars. See your local dealer, or contact us...because we want you to win... **DEMAND AN ANSWER!**

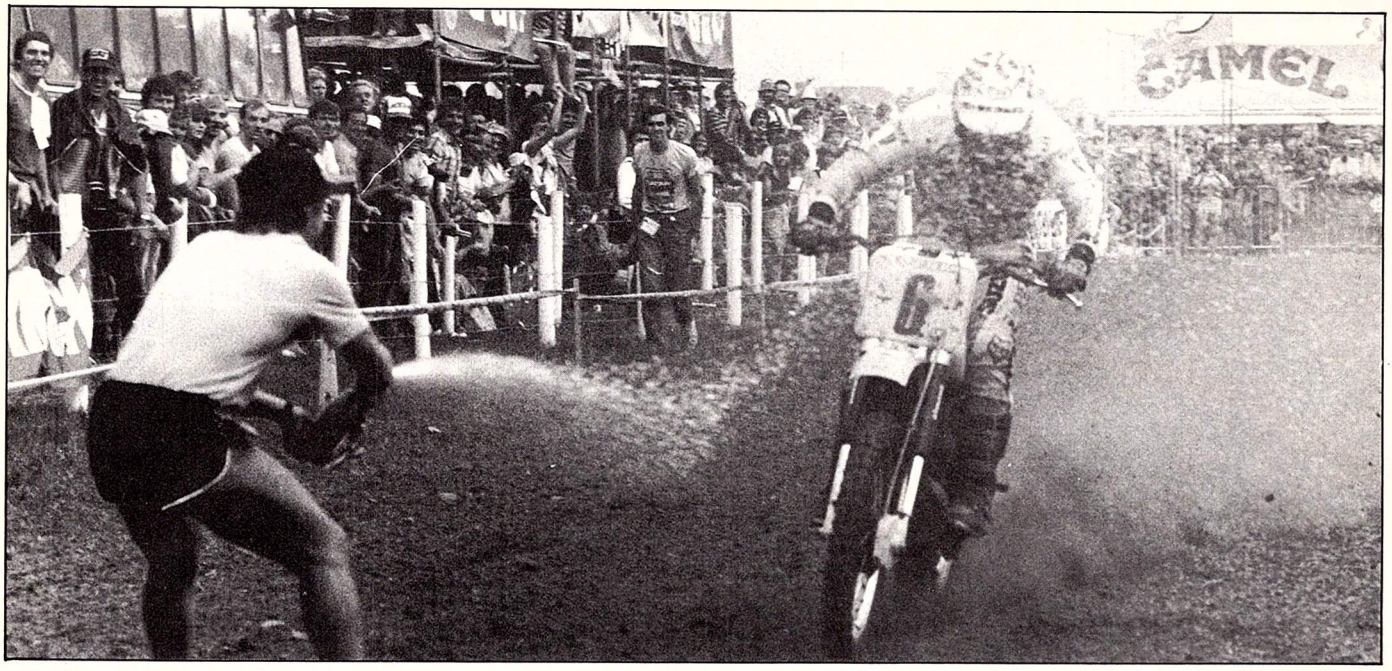
OW Hi III Hannah • OW Lo III Bell •
RH-Z Barnett • RC-III • Husky III • M 1 •
OW-CR Mini III • RH-KX Mini III •
ATV III • RH III (MAI, KTM)

Available in: Chromoly $25.95
Carbon Steel $17.95

COLORS: Blu, Yel, Red, Blk, Gold

answer® products

ANSWER PRODUCTS, INC.
27967 Beale Court
Valencia, CA 91355
(805) 257-4411



Champagne payday! Brad hits a wall of bubbly and is then enveloped by the crowd congratulating him on his first World Championship.

neath Lackey and Carlqvist. Franco Picco (Yamaha), Semics, Vromans, Hudson and Thorpe were in close attendance. One lap later, Vromans dipped inside Lackey, but the most explosive incident of the afternoon occurred as Noyce accelerated away into the woods at the end of lap one.

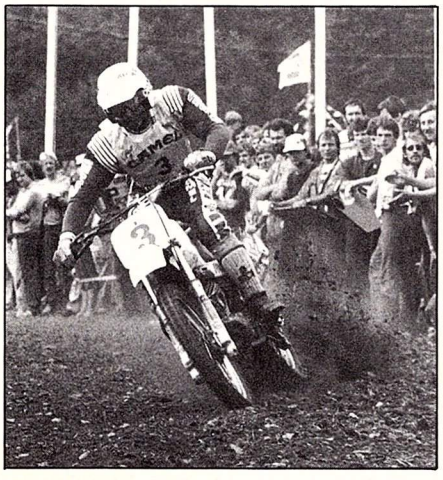
"I flew down the main hill on the second lap. I'd already hit four spectators who were standing on my lines during the first lap. As I entered the right turn at the bottom, close to the left side of the track, something swung out of the crowd at me.

"It landed on my left hand, which flew off the bars. I just hung on entering the trees, but my hand was numbed. I rode a slow lap and Carla went by. Then I thought, *I must keep Hudson back for third in the Championship,* but riding with just the heel of my hand on the bars, it wasn't possible."

Noyce constantly closed down Vromans as the charging front six dropped Picco and Semics. "Then I started feeling sick and I knew my hand was broken. I always feel sick when I've broken something!"

Booed off the track, the Englishman was rushed straight to the hospital where X-rays showed the fourth metacarpal bone in the left hand was indeed busted. Noyce thought he'd been struck by a wooden stake, but later an English eyewitness claimed it had been a video battery pack which itself was broken in two by the impact.

The incident left Carla in command, and the fierce battle for places settled down as Vromans dropped Lackey, and Thorpe broadsided brilliantly round Hudson into lap eight. A row of British fans contented themselves with dropping their pants and briefly showing Vromans a line of bare backsides to indicate their displeasure at his passing Lackey.



The man who might be king. Hakan Carlqvist won both motos at Luxembourg to the vigorous hand-clapping of the crowd. The real battle lay behind him, between Suzuki teammates Vromans and Lackey.

Hudson, his Yamaha vibrating excessively, rapidly lost ground but was in no danger from Picco, though Irish Champ Laurence Spence had driven his Maico splendidly past a surprised Semics into seventh place from 15th on lap one.

Then, with two laps to go, Lackey made his move on Vromans! A tremendous, sustained roar pinpointed their progress round the distant meadows until, 400 yards from the flag, Lackey plunged downhill past the desperate Belgian amidst absolute bedlam. As Dean Miller had observed earlier in the weekend, "Vromans turns into a sausage in the last ten minutes of a moto." Brad had once more proved his superior fitness. Belgian John Stribjos, European Suzuki Team Manager, didn't look a happy man!

Carlqvist, applauded all the way, had slipped over the line eight seconds earlier; but Thorpe, a rousing fourth, collapsed the Kawasaki's back end 300 yards from home, and walked in, angry and pointless. Hudson, Picco, Spence and Semics, the latter closing to within a second of the Maico, all benefited from the Englishman's ill fortune, as did the lower leaderboard men Eddy Sterckx (Maico), an edgy Sintonen (scoring the two points he so badly wanted), and untidy Dutchman Henk Seppenwoolde (Honda).

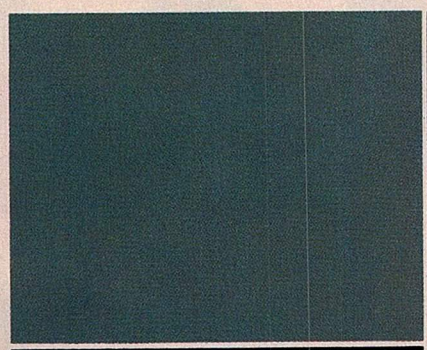
Missing from the results were Bruno and Rond. The dispirited Frenchman retired downfield at one-third distance, apparently in trouble with his recently repaired knee. But the problem seems to be mental rather than physical, and Jean-Jacques sadly never came to the line for race two. A contrastingly cheerful Rond pulled out at half-distance with broken rear wheel bearings.

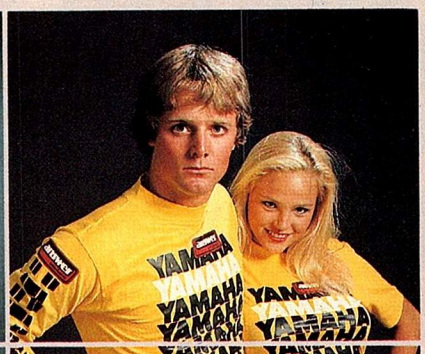
ONE DOWN . . .

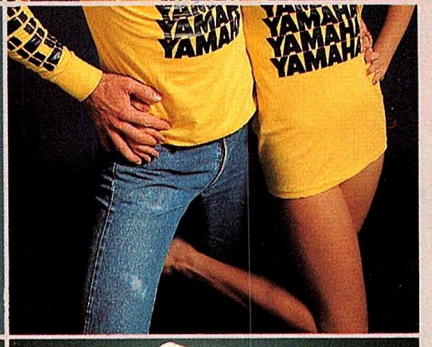
The pits were in a state of some consternation at Noyce's misfortune. "Anything can happen round here," observed newcomer Hudson. "I hit a few people who were standing on my lines. I wasn't a threat for the lead so I didn't collect any bricks or bottles, but it's time something was done about the trackside markings. It's easy for spectators to interfere; they're right there on the track."

Thorpe reported a similar incident: "I was hit by a spectator out over the far side of the circuit and completely spun him round. I hope he's still alive!"

The fourth Englishman, ex-National Champ Geoff Mayes (Maico), had finished twelfth behind Bo Edberg (Husqvarna) and been one of the last men out on the course.







DIRECT ANSWERS

☐ **ANSWER CATALOG** **5.00**
Packed full of answers 30 pgs. of 4 color

☐ **SERIES-III Carbon Steel Bars** .. **19.95**
☐ **SERIES-III Chromoly Bars** **27.95**
☐ Ow-Hi III Hannah (Yam) ☐ Rc-III Hansen (Hon)
☐ Ow-Lo III Bell (Yam) ☐ Gpowmini III (Yam, Hon)
☐ Rh-Z Barnett (Rm) ☐ Rh-Mini III (Kaw, Suz)
☐ Rh-III (Mai, Ktm)
Color: ☐ Gold ☐ Yel ☐ Red ☐ Blue ☐ Blk
☐ 4130 Chromoly ☐ Carbon Steel

ALUMINUM MUFFLERS . 34.95 to 49.95
☐ Call for models, yr., & prices

"WORKS" PROTECTOR SEAT **29.95**
All late model motocrossers. Comes w/foam extension & new cover. Call for models.

"WORKS" TANK COVERS **19.95**
Protector that new tank easy installation

NYLON X-BAR PADS **5.95**
Used by Hannah, Bell, Barnett & more

12 x 12 SUPERCROSS # PLATES .. **9.95**
AMA approved w/Answer logo
☐ Red ☐ Yel ☐ Blk ☐ Grn
☐ Vented ☐ Reg ☐ Mini

SUPERCROSS PRO-VENTED JERSEY (COTTON & POLY) **25.95**
☐ Yam ☐ Mai ☐ Boys' Sm ☐ Men's Md
☐ Hon ☐ Hus ☐ Boys' Md ☐ Men's Lg
☐ Suz ☐ Ans ☐ Boys' Lg ☐ Men's XL
☐ Kaw ☐ Ktm ☐ Men's Sm

TEAM RACE CAPS..... **5.95**
☐ Hon ☐ Hus ☐ Ktm ☐ Ans
☐ Kaw ☐ Suz ☐ Yam ☐ Mai

TEAM GEAR BAGS
LG..... **32.95**
SM **24.95**
☐ Hon ☐ Yam ☐ Kaw ☐ Suz ☐ Mai ☐ Ans

ANSWER GOGGLE BAG..... **14.95**
ANSWER BOOT BAG **19.95**
ANSWER KIDNEY BELT..... **17.95**
Low-cut front, velcro fastening
☐ Yel/Blu ☐ Yel/Blk ☐ Red/Wht/Blu ☐ Grn/Blu
☐ Child's ☐ Adult

PRO PEAK VISORS..... **4.95**
☐ Ans Wht/Red ☐ Hon ☐ Mai
☐ Ans Blu/Yel ☐ Kaw ☐ Hus
☐ Ans Wht/Blu ☐ Suz ☐ Ktm
☐ Ans Yel/Blk ☐ Yam

ROOST BOTTLES..... **39.95**
Increased low-end mid-range, easy installation, call for models.

GAERNE MX BOOTS **159.95**
Sizes 1-13 Size_____
☐ Red ☐ Blue ☐ Blk ☐ Yel

NYLON/LEATHER MX PANTS.... **99.95**
Sizes 24"-36" all popular sizes & colors

NYLON VENTED MX PANTS.... **109.95**
Sizes 24"-36" all popular sizes & colors

T-SHIRT **9.95**
☐ Yam ☐ Mai ☐ Boys' Sm
☐ Hon ☐ Hus ☐ Boys' Md
☐ Kaw ☐ Ans ☐ Boys' Lg
☐ Suz
☐ Men's Sm ☐ Men's Md ☐ Men's Lg ☐ Men's XL

SUPERCROSS 100% COTTON JERSEYS **19.95**
☐ Yam ☐ Mai ☐ Boys' Sm ☐ Men's Md
☐ Hon ☐ Hus ☐ Boys' Md ☐ Men's Lg
☐ Kaw ☐ Ans ☐ Boys' Lg ☐ Men's XL
☐ Suz ☐ Ktm ☐ Men's Sm

NYLON WALLETS **7.95**
☐ Yam ☐ Mai ☐ Hon ☐ Kaw
☐ Suz ☐ Hus ☐ Ans
☐ Team Colors ☐ Blk & Wht

U.S.A.	See your local dealer
FRANCE	Moto-cross Marketing International
ENGLAND	D & B Motocross
JAPAN	Okazaki Shoko Company Limited
VENEZUELA	Herrera Motos
S. AFRICA	Holeshot Competition Products
CANADA	R & M MX Specialty—West
CANADA	Aurora Cycle Supply—East
CANADA	Steen Hansen—Mid-West
AUSTRALIA	Stephen Cramer Products
ALASKA	Cook Inlet Distributors
TAIWAN	Apex Cycle
TAHITI	ETS. Robert
SWEDEN	Motordepan

answer® products

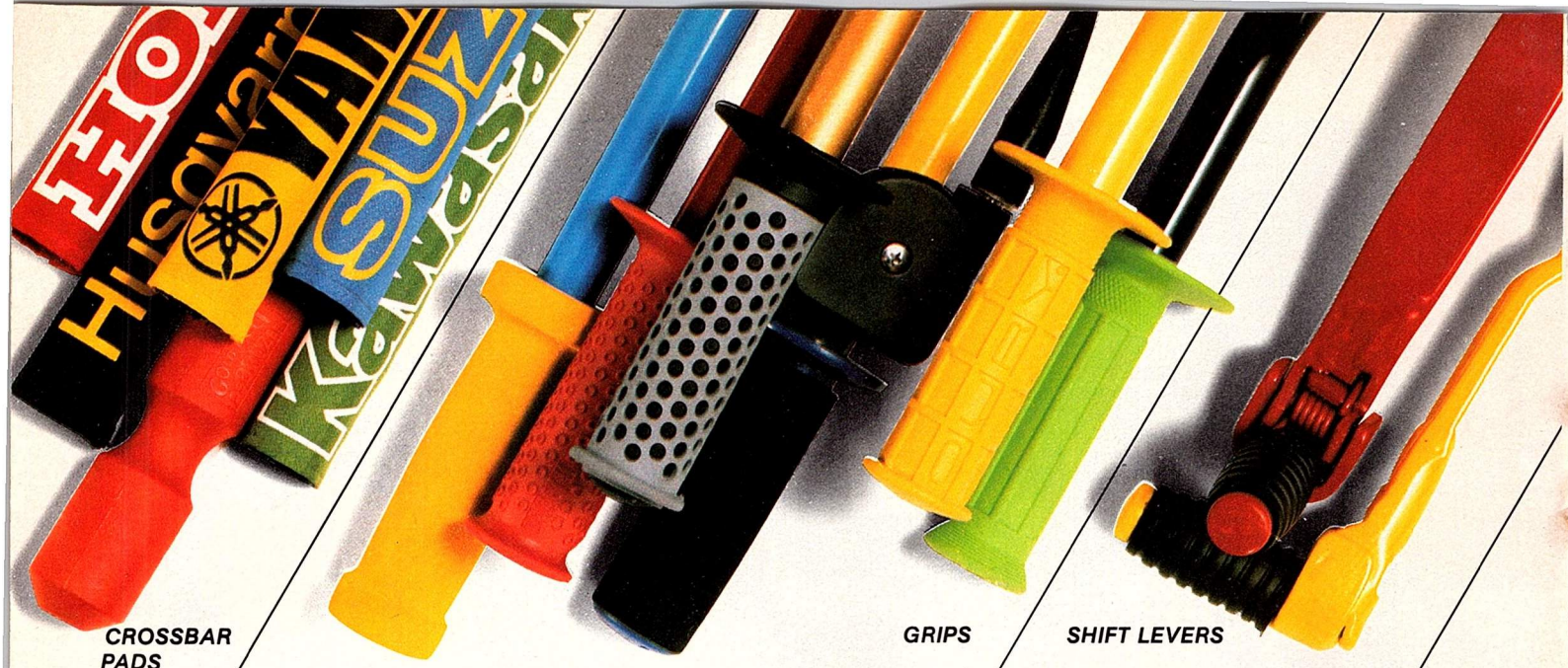
27967 Beale Court Valencia, CA 91355 (805) 257-4411
Use your Visa or MasterCharge or send a money order. All foreign orders please add 10% for shipping. Please fill out your coupon completely. California residents add 6% sales tax.

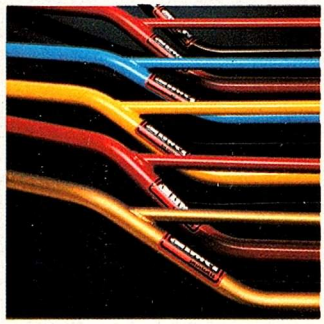
Name _____ Address _____ Bike _____ Yr. _____ City _____ Phone _____ State _____ Zip _____ Model _____

Card Holders Name _____

_____ Expiration Date _____

$ _____ Amount Enclosed

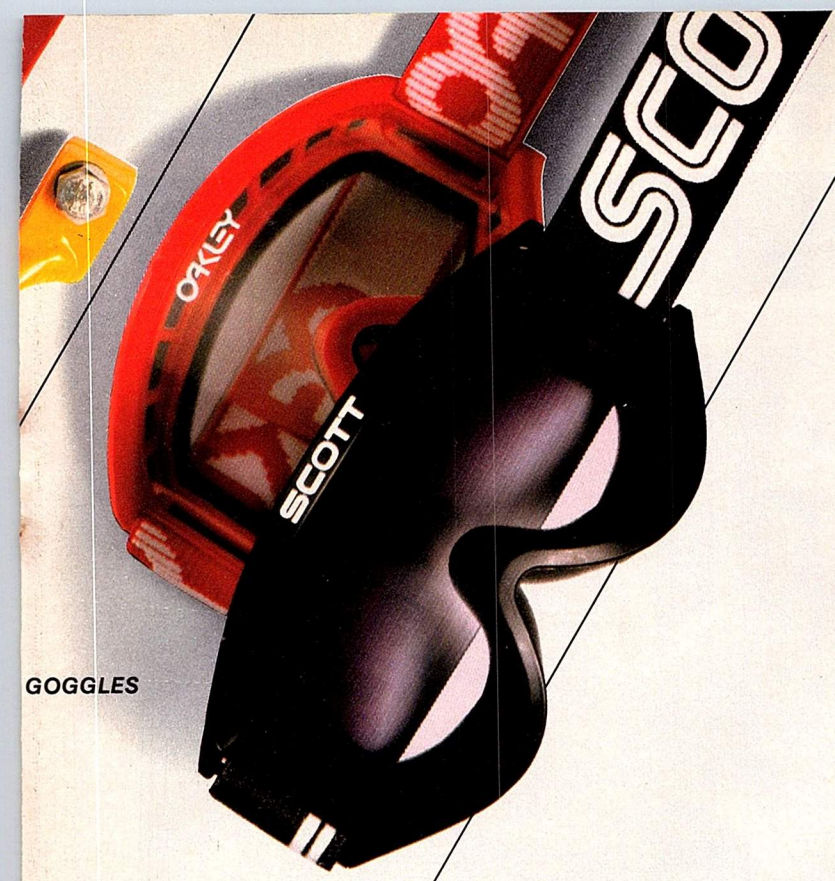




ANSWER PRODUCTS BARS *Fast racers need fast service and Pro Racing has a warehouse stocked full of quality parts and accessories to keep you racing, not waiting. Fine accessories like Answer Products' super strong 4130 chromoly Series III bars. We have bends and colors used by Pros like Barnett, Bell, Hannah and Hansen. We also have a handful of color coordinated grips that let you grab hold of the action.*

MUFFLERS *Uncork your motor with a super light aluminum Pro muffler. Built to last with aircraft quality welding and fasteners. Easy to install and rebuildable to maintain horsepower. Match it with an ultra-light aluminum spark arrestor. Easy to install, maintenance free and U.S. Forest Service approved. Powerful reasons to go Pro.*

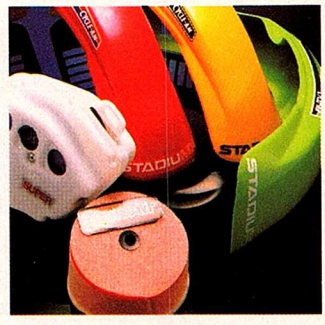
STICKERS *Look like a factory racer with the classiest stickies in town. Buy our "Hot Bag" and you'll have ten ways to make your bike look sharper.*



GOGGLES

GLOVES

CHEST PROTECTOR *Stay cool when the racing's hot with the new Pro-Chest Protector from Europe. One size fits all in style and comfort. Get even more upper body protection behind Pro-Shoulder Pads available in the hottest team colors.*



FENDERS *Super-wide Cycle-Am stadium-x fenders come in your favorite team colors with stylish graphics. Rear vents let your engine run cooler and a one year guarantee lets you stay cool. You'll also breath more easily with a Super Flow Air Box and a Twin Air filter from Holland. Champions like Brad Lackey and Andre Malherbe rely on Twin Air's two separate layers of high quality foam fused together to filter out the finest dirt and dust. Super Flow air boxes get more clean air to your motor through their two-stage filters.*

PRO RACING

PRO PARTS

SEE FOLLOWING PAGE FOR ORDERING INFORMATION

When Lackey came out for the second moto he wore his "Good as Gold" leathers. Brad was as good as his words.

"The last lap was a bit dodgy," said the amiable East Anglian with typical understatement. "People were running everywhere round the track."

Carlqvist had surprisingly been left alone: "There was never any problem. They were just clapping me all the way!"

Hudson's mechanic, Bill Butchka, who spannered for Noyce back in '79 and '80, had the final emphatic word: "This is why I never wanted to come back into this class. No one can bear to win or lose a race fair and square."

SECOND MOTO

Noyce returned, heavily plastered, to watch race two. Brad, now six points ahead, had really done the deed—as long as he could steer clear of irate spectators. He appeared clad in a sparkling new pair of gold-finished leathers, inscribed "Brad—Good as Gold"!

Vromans briefly fired a second-moto warning, bursting through the first bend in front of Carlqvist, Picco, Lackey, Hudson, Thorpe and Semics. But the steep, narrow 'Mont de Coq' at Ettelbruck is bypassed on the first lap. In the heat of the moment, Andre forgot. The Suzuki skated straight through the tapes and into the crowd instead of swinging left, and all was lost. "That was the biggest mistake of my life," said a rueful but sporting loser later. He reappeared 11th, behind Spence, but was never able to recover from his calamitous error as the burly Irishman pulled disheartenningly away. Sintonen struck a fence in the first-lap dust as the leading trio fanned out; Lackey was content to hold station behind Carlqvist and the exuberant Picco.

But an inspired Spence, having forged past Semics, pressured Hudson and Thorpe, who were repeating their lively first-race duel. On lap six Vromans cut inside Semics. One lap later Spence took Hudson and was suddenly fourth, as Thorpe pulled out with a defunct rear brake. Then on the half hour Hudson vanished, his rear tyre flat, as Semics closed back in on Vromans before repassing the vanquished Belgian. Even if Lackey packed in now, Andre wouldn't make enough points to beat him. The fight was over.

THE NEW WORLD CHAMPION

Champagne flowed for Lackey as he entered his final, historic lap, but that was just a prelude. He crossed the line through another stream of bubbly, braking sideways into a wall of hollering spectators who first hoisted shoulder high and then buried the jubilant Californian in their midst. Even Malherbe's victories had never provoked a response to match this. After a decade of dedication, Lackey was Champion of the World . . . .

A couple of hours later, as Sangria and delighted visitors still flowed through his

PRO-TEAM GRAPHIC'S *FANTASTIC 4/COLOR, COTTON*
Specify S-M-L-XL
T-Shirt 7.95
Jersey 17.95
Hat 5.95

GOGGLES
SCOTT goggle clear lens – Colors: yellow, red only 13.95
SCOTT goggle lexan lens – Colors: yellow, red, blue, white 16.95
SCOTT goggle gradient lexan lens – Colors: black only 21.95
SCOTT goggle over glasses – Colors: blue only 16.95
OAKLEY 0/20 goggle – Colors: yellow, red, blue, white, black, grey 18.95
CARRERA 98 GT goggle – Colors: yellow, red, blue, white, black 21.95
CARRERA FIREBIRD goggle – Colors: red, blue, white, black 21.95

REPLACEMENT LENSES FOR ABOVE GOGGLES *(please specify goggle type)*
Clear, Smoke, Amber 1.29
Lexan 2.95
No Fog Lens (Lexan only) 7.95
Polarized 4.59
Tear Aways (6-pk) 3.95
NEW! Oakley Factory Pilot Tear Aways – 20 pk. plus special lens. 9.95

FACE MASKS – *for above goggles (please specify goggle type) (All colors: white, red, yellow, blue, black)*
SCOTT 6.95
OAKLEY 9.95
CARRERA 11.95

CARRERA SUNGLASSES – *Super lightweight for great comfort and fashionable look. Colors: black, brown, blue, grey* 36.95

GOLD BELTS
Original style – Team colors: gold/black, blue/yellow, red/yellow, red/white, blue/white, all black 21.95
NEW! "Cool-One" Pro-Ventilator Gold Belt – (same team colors) 20.95
Kid's Belt – gold/black only 15.95
NEW! PRO-CHEST PROTECTOR – Highest quality-made in Europe. Lightweight, comfortable. One size fits all – (teens to adults). Colors: Team Honda – Red/White; Team Yamaha – Black/Yellow; Team Suzuki/Husky – Blue/Yellow; Team Kawasaki/KTM – Blue/White; Team Maico – Red/Yellow 37.95
New Pro-Shoulder Pads – Provides maximum protection to shoulders, collarbone, upper chest and back areas – at a price you can't afford to pass up. 43.95
**Same colors as above.*

GLOVES
New generation Scott MX gloves by elite USA – vented nylon back with leather palm – Sizes: xs, s, m, l, xl. Team colors: yellow/black, red/white, blue/white 26.95
All new PRO-GP glove – Superb quality, with classic MX styling at a very economical price. Sizes: xs, s, m, l, xl. Team colors: black/yellow, blue/yellow, red/yellow 21.95
(Please specify glove size and colors when ordering)

NUMBER PLATES – *all A.M.A. approved for competition!*
Score Board – 12X12 stadium plate (uses 10" numbers) 7.95
Stadium-X – 10X10 stadium plate (uses 8" numbers) 8.95
Pro-Screen – 100% ventilation, for any water cooler – uses 8" plastic numbers 14.50
Mini stadium plates – gives your mini that stadium look 7.95
All number plates available in white, yellow, red, black.

NUMBERS – *Highest quality A.M.A. approved*
3" vinyl (2-pk) Helmet .79
6" vinyl (3-pk) 1.20
8" vinyl (1-pk) .59
10" vinyl (1-pk) .89
8" plastic bolt-on (works on all number plates) 1.99
All numbers are available in black, white and red – Please specify digit and color when ordering.

CROSSBAR PADS – *One of the best investments a rider can make. Nylon velcro – Team Honda, Suzuki, Yamaha, Kawasaki, Maico, KTM, Husky.* 5.95
New! Debrüser from gold belt – Colors: black, red, yellow, blue 5.95

CONTROL LEVERS – *DeHandlers, the number one choice of all top Pro's.*
Plastic DeHandlers – in team colors 8.95
Aluminum DeHandlers 14.95
Pro-Aluminum DeHandlers (for Yam/Suz/Kaw only) 15.50
Two piece lever bracket – saves time and races for all DeHandlers and stock levers. (Please specify models when ordering) 7.95

FENDERS
NEW! Cycle-Am stadium-x front, features extra large radius, vents in back, team graphics and a one year guarantee.
Team Honda stadium-x front fender 25.95
Team Yamaha stadium-x front fender 25.95
Team Suzuki stadium-x front fender 25.95
Team Kawasaki stadium-x front fender 25.95
Plain colors: yellow, red, white, blue, green 21.95
Mini stadium-x front (all colors) 16.95
Universal rear fenders (all colors) 15.95
New! Defender from gold belt – used and endorsed by 2-time world champ André Malherbe. Colors: yellow, red, white, blue, green 16.95

HOT BAG-STICKIE KIT
10 – of the hottest motocross stickies seen on today's works bikes. 3.95

TANK DECALS *LOOK LIKE STOCK BUT LASTS LONGER* 7.95

GRIPS – *The finest selection – from one source!*
Oury 5.25
Oakley I (cam) 5.95
Oakley II (round) 5.95
New! Oakley F-1 (two-piece) 9.95
Tacki – Original 6.95
Tacki – DeCoster I 6.95
Tacki – DeCrosser MX II 6.95
Grab-On – Dirt (black only) 6.59
Grab-On – Racing System (two-piece) 6.95
Rainbow foam grips – all colors 5.95
All grips available in black, red, yellow, blue and green (Oakley's and colored foam grips not available in green)

ANSWER PRODUCTS HANDLEBARS – NEW! Series III
The finest factory motocross handlebars available to the privateer. Used by the best riders in the world. Made from the finest 4130 chromoly.
OW-HI III (Hannah) Colors: yellow, gold, blue 24.95
OW-LO III (Bell) Colors: yellow, gold, blue 24.95
Type II – RC III (Hansen) Colors: red, gold 24.95
RH III – Z (Barnett) Colors: yellow, gold, blue 24.95
Maico Alpha Colors: red, gold 24.95
Husky (Grossi) Colors: gold 24.95
KTM (Cantaloupi) Colors: gold 24.95
OW-CR mini Colors: yellow, red, gold 24.95
RH-KX mini Colors: yellow, gold 24.95
All above styles available in carbon steel econo bars – black only 17.95
Gunner Gasser whirlpull throttles 20.95
Magura Type side pull throttles 16.95
Throttle cables (please specify throttle and carb type) 8.95

TANK COVERS – *Protects your stock gas tank from the damage caused by racing. Fits tight and looks great!* 18.95
(for all popular MX and Enduro bikes)

REPLACEMENT SEAT COVERS – *Replace your wasted stock seat cover quickly, easily and economically – stock graphics* 16.95
(for all popular MX and Enduro bikes)

SAFETY SEAT KITS – *Extends your stock seat up over the gas tank for tighter cornering, and added protection where it really counts! Includes new cover and foam extension* 31.95
(for all popular MX and Enduro bikes)
Complete foam and cover kit – includes entirely new foam and cover – all you need is your stock seat base (for RM's and CR's only) 49.95

PRO-POWER CANISTERS – *A race proven power booster for more low end and mid-range torque! Bolts on in minutes.* 39.95

BOYESEN REEDS – *The world famous Boyesen Dual Stage Reeds, used by all the major factory teams. The finest Horsepower increase on a dollar for dollar basis.*
2-petal 9.95
3-petal 12.95
4-petal 21.95
6-petal 25.95
8-petal 33.95

CHAIN TENSIONERS – *Forward mount for maximum tension near pivot point. (Please specify chain drive side – left, or right, or mini)* 21.95

ROLLER KITS – *Replaces stock with super-tough poly wheels and aircraft quality double sealed bearings.*
1-Roller 9.95
2-Rollers 17.95
3-Rollers 24.95
(Please specify make, model & year)

FORK SKINS – *Wrap completely around each fork leg for maximum protection – they come in bright team colors* 9.95 pr.

NUMBER PLATE BACKGROUNDS – *Thick vinyl type in all A.M.A. racing colors.*
Standard Round (3-pack) 4.95
Stadium (1-pack) 1.95

TWIN-AIR FILTERS – *made in Holland of the finest foam elements – the most popular filter in Europe – now available in the U.S.A. For all MX and Enduro bikes – Please specify when ordering.* 12.95
Bel-Ray filter prep. 2.50 pt.

SUPER FLOW AIR BOXES – *Increases air flow – most effective for use with Boyesen Reeds, Pro-Power Canister, high performance exhaust, or carb kits. Includes two-stage filter. Available for YZ, RM, KX 80cc, YZ, RM, KX 125cc, RM 250/465 X, Z and ATC 250 R* 85.95

FOLDING SHIFT LEVERS – *Precision machined from chromoly for strength and light-weight – saves gear boxes and prevents DNF's. Available for all popular MX and enduro bikes – in team colors.* 18.95
Weld-On folding shift lever tips 13.59
Weld-On folding brake lever tips 13.59

ALUMINUM SILENCERS – *Super light, rebuildable, to maintain peak horsepower. For all popular MX and enduro bikes.*
All 80cc 49.95
All 125-500cc 51.95
Repack kit 5.95

ALUMINUM SPARK ARRESTERS – *U.S. Forestry approved, rebuildable, and saves weight. In stock for most popular MX and Enduro Machines.*
All 80cc 64.95
All 125-500cc 69.95
Repack kit 5.95

Please send check or money order (allow 10 days for personal checks to clear) for correct amount of item ordered. We pay freight charges on all pre-paid orders. For super fast delivery call (213) 366-7266. We'll ship C.O.D.-cash that same day. Mail orders to: Professional Racing Equipment, P.O. Box 2553, Canoga Park, CA 91306. California residents add 6-1/2% sales tax. All foreign orders must be pre-paid in U.S. currency and add 10% for shipping.

NAME _____ PHONE _____
ADDRESS _____ ZIP _____
CITY _____ STATE _____ ENGINE _____
MAKE _____ MODEL _____ YEAR _____
☐ MASTER CARD ☐ VISA EXP. DATE _____
CREDIT CARD NO. _____
NAME ON CARD _____

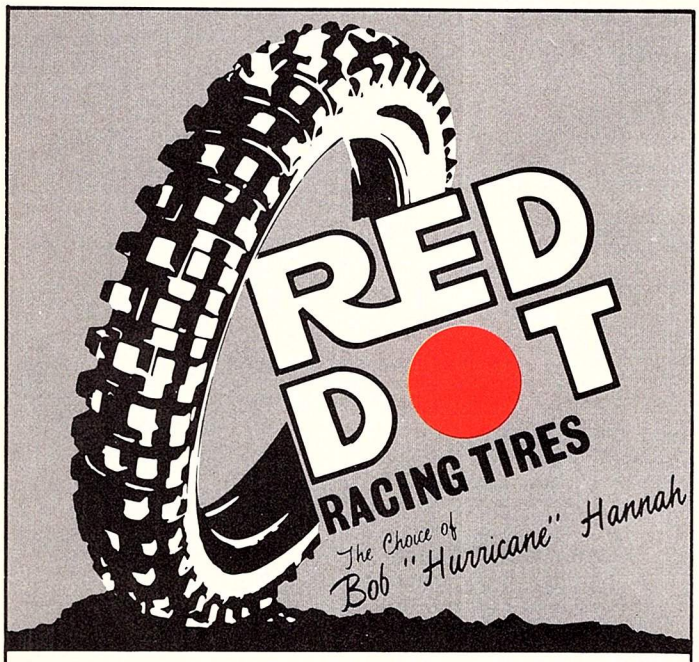
PRO RACING

Don't waste time searching for the latest trick parts. Pro Racing has them. We're the one-stop-shopping center with everything you'll ever need stocked under one giant roof. Pants to performance parts are all here and we'll get them to you fast. No excuses, no delays. Send a check or money order or just pick up the phone and use your Master Card or Visa for the fastest service in town. And if you don't see it just ask... we've got it at Pro Racing.

... FROM PRO

PRO RACING P.O. BOX 2553, CANOGA PARK, CA 91306 (213) 366-7266

Hi-Point Racing USA



AMA AMATEUR NATIONAL CHAMPIONS

Congratulations to these '82 AMA Amateur National Champions. Thanks for choosing and winning with "Red Dot" racing tires.

***KEITH BOWEN *DAVID TAMBLING**
***TODD BENFIELD *LISA AKIN**

Regardless if you're a pro like Bob Hannah, an amateur racer like Keith Bowen or Ed Lojak, you'll find "Red Dot" racing tires will give you the winning performance you're looking for. You'll also like "Red Dots" competitive price. When you're looking for performance at a great price in a premium racing tire, look for the Red Dot on the side of the tire.

TAKE A TIP FROM THE "HURRICANE"
LOOK FOR THE "RED DOT"
ON THE SIDE OF THE TIRE.

Hi-Point "RED DOT" knobbies have you covered from 100cc to the open class. 3:00x21, 100/90 and 4:10x18 in 2 or 4 ply ratings. 4:50x18, 4:50x17, 5:00x18 and 5:00x17 in 4 ply rating. Pick 'em up at your Hi-Point Racing Products dealer.

SEE YOUR HI-POINT DEALER FOR ALL YOUR DIRT BIKE NEEDS.

MAGOO!

U.S. 500 G.P. WINNER

Danny "Magoo" Chandler wows the spectators with his high flying aggressive riding style. "Magoo" is a tough professional that really demands the most of his equipment and that's why he has been using Hi-Point products throughout his professional career. Hi-Point riding gear takes everything "Magoo" can dish out and that's PLENTY!

HI-POINT PRO BOOTS

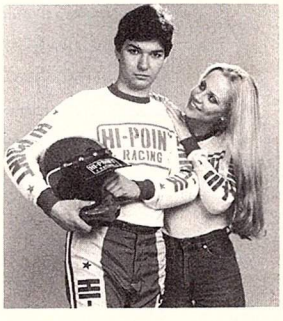
The new PRO's are the finest boot I've ever worn. The new buckle system allows me to cinch-em tight as I want. The new sole is state-of-the-art and the Hi-Point protection is better than ever. I like mine in Red but you can choose blue or black. I highly recommend the new PRO.

HI-POINT NYLON/ CORDURA MX PANTS

Hi-Point MX pants take everything I can throw at them. Tough cordura in the seat and knee area give me great grip and wear. Spandex side panels, shin and knee cups and hip padding, along with all the trick styles make-'em Boss. Also kids sizes!!!

HI-POINT RACING JERSEYS

I love 'em! The new 50/50 vented jerseys in hot weather and the 50/50 jerseys when it's cooler. Features like silk screened graphics, elbow padding, long shirt tails and knit cuffs. In all popular team colors and sizes.



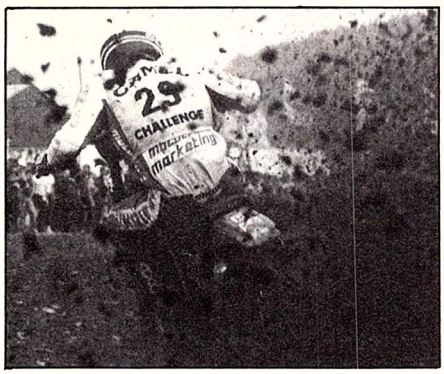
Also check out Hi-Point G. P. gloves, "Bod Pods", Race belts, and MX socks. See these quality accessories at your Hi-Point Racing Products dealer.

HI-POINT ★ RACING ★

HI-POINT RACING PRODUCTS
3709 West Erie Avenue, Lorain, OH 44053
2650H Mercantile Dr., Rancho Cordova, CA 95670
91 Maitland Terrace, Strathroy, Ont. N7G 1L2

GET YOUR HI-POINT CATALOG

64 pages of trick race gear. We'll throw in a hefty packet of trick decals. Send $5.00 to Hi-Point Catalog, 3709 W. Erie Ave., Lorain, Ohio 44053



Fellow American Gary Semics rounded out Bad Brad's championship form by placing a very creditable seventh in the final standings.

motor home, a relaxed and happy Brad reflected on why things had finally turned out so well.

"The GP schedule this year was right for me. They started late and went fast. This meant I could complete my training program back home, so my condition was good, come to Europe late and ride ten GPs in 11 weeks. Staying over here only when I had to and returning home whenever possible has also been a very important change from past years, and good for me.

"I've tried a long, long time and have finally done a job I always knew I could do."

And what of the future? "Immediately, I fly back to the States from Brussels tomorrow. I'd love to ride for Suzuki again in 1983. I don't know whether I'll come back, otherwise."

Brad rose to leave the crowded camper and take some welcome evening air. Did he have any special message for readers of *Motocross Action?* "Tell them I owe it all to Jody!"

He grinned impishly and vanished. □

LUXEMBOURG 500 GP RESULTS

1.	Hakan Carlqvist (Yam)	1-1
2.	Brad Lackey (Suz)	2-3
3.	Franco Picco (Yam)	5-2
4.	Andre Vromans (Suz)	3-6
5.	Laurence Spence (Mai)	6-4
6.	Gary Semics (Hon)	7-5
7.	Neil Hudson (Yam)	4-D
8.	Michael Heutz (Yam)	D-7
9.	Eddy Sterckx (Mai)	8-D
10.	Werner Siegle (Mai)	D-8

FINAL CHAMPIONSHIP STANDINGS — 500cc CLASS

1.	Brad Lackey	228 points
2.	Andre Vromans	217 points
3.	Neil Hudson	159 points
4.	Graham Noyce	148 points
5.	Andre Malherbe	121 points
6.	Dave Thorpe	117 points
7.	Gary Semics	87 points
8.	Hakan Carlqvist	81 points
9.	Jean-Jacques Bruno	51 points
10.	Jukka Sintonen	45 points

BRAD LACKEY
TALKING WITH A WORLD CHAMPION

□ ***MXA:*** *— Now that you've won the World Championship, what are your plans for next year?*

Brad: — I've been thinking about staying here (*U.S.*) and riding the new AMA series. There's still the possibility that I'll go back to Europe. It all depends on who I end up riding for and what their ideas are on that.

MXA: *— What about the rumor that you were going to be fired from Suzuki even if you won the Championship?*

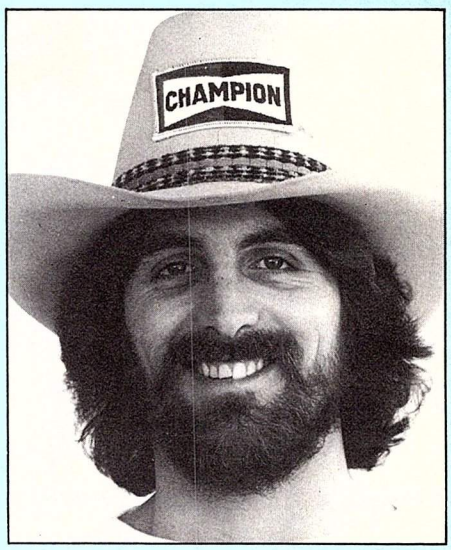
Brad: — Last year I was fired at one point. They (*Suzuki*) were going to hire Vromans and he would win, or at least beat me, they felt. I told them that wasn't going to happen and they weren't quite sure about it, so they decided to keep me.

MXA: *— Do you want to race here in the U.S.?*

Brad: — Like I said, the new American system of having one champion is kind of interesting to me. I won the Championship here a long time ago and I've gone to Europe and won there. Now with the new system, it would be a good opportunity to prove to everyone that I could win here. It depends on what my sponsor wants to do. I think it would be more beneficial for me and my sponsors to stay here and win in the U.S.

MXA: *— There are some critics who feel you wouldn't do that well over here.*

Brad: — That's what I mean. A lot of people thought I couldn't win the World Championship either, and a lot of them don't feel I could win here in the States. I'd like to prove them wrong twice.

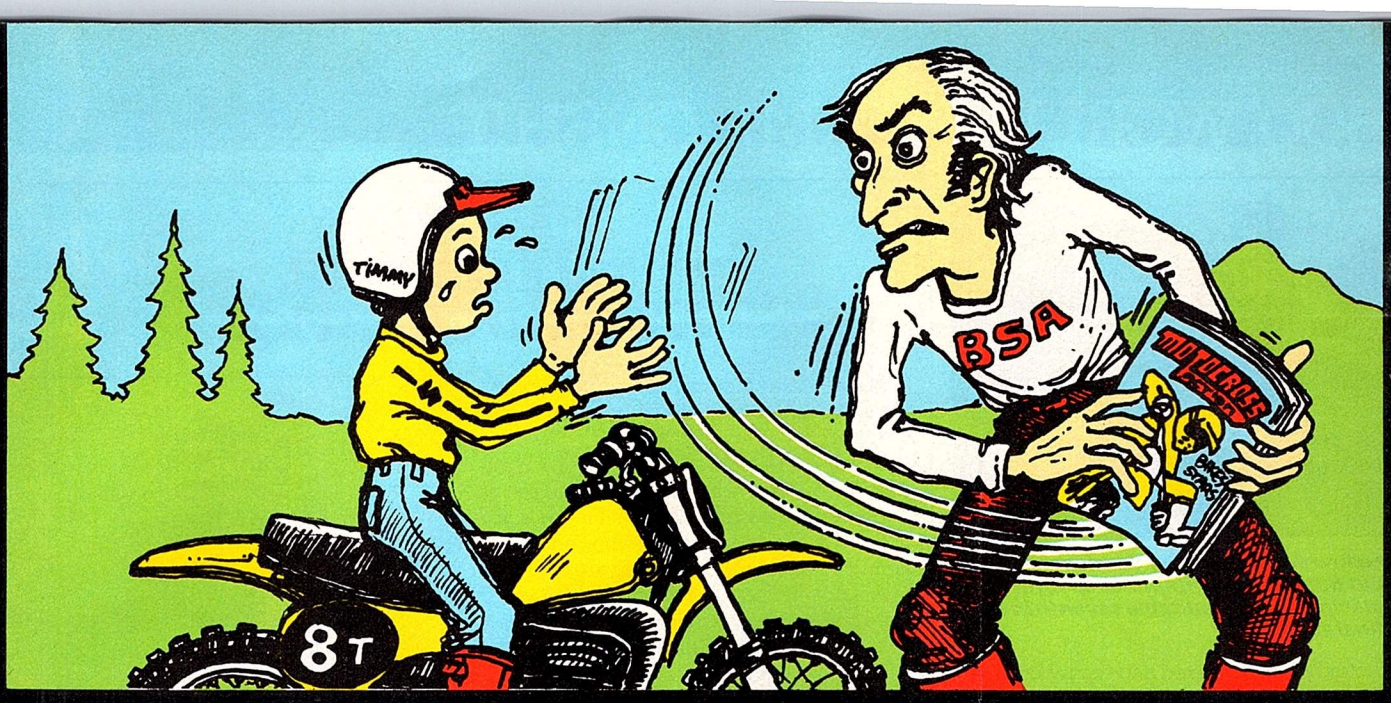


Brad Lackey, the new 500 World Champion. Congratulations, Brad, from the staff of MOTOCROSS ACTION and its readers.

MXA: *— What would you like to say to your fans here in the U.S.?*

Brad: — First, I'd like to thank everyone for the support they've given me. It took a long time to finally do it. I know I've lost a lot of fans along the way. I just hope that inside they knew I could do it, because I've always felt I could or I would have quit a long time ago. I'm proud to be the first American World Champion. I want to do everything I can to get people pumped again on racing. □

Brad generously dishes out Sangria to a ceaseless stream of admirers who remained around Lackey's motor home late into the night.



BAH! HUMBUG!

TINY TIM, TAKE A HIKE.

WHO SAYS IT'S BETTER TO GIVE THAN TO RECEIVE?

Scrooge didn't have such a bad idea. Just look what you get when you take care of yourself first:

GET WHAT YOU REALLY WANT FOR CHRISTMAS!
A Subscription to *MOTOCROSS ACTION!* No hinting, no wondering, and most of all, no disappointment on Christmas morning.

SAVE OVER TEN BUCKS
off the regular newsstand price of $21.00 when you subscribe for just $10.98. Make that $10.98 *for a full year*— TWELVE ISSUES OF *MXA* FOR LESS THAN A DOLLAR AN ISSUE! (Just the kind of thing that appeals to the Scrooge in all of us . . .)

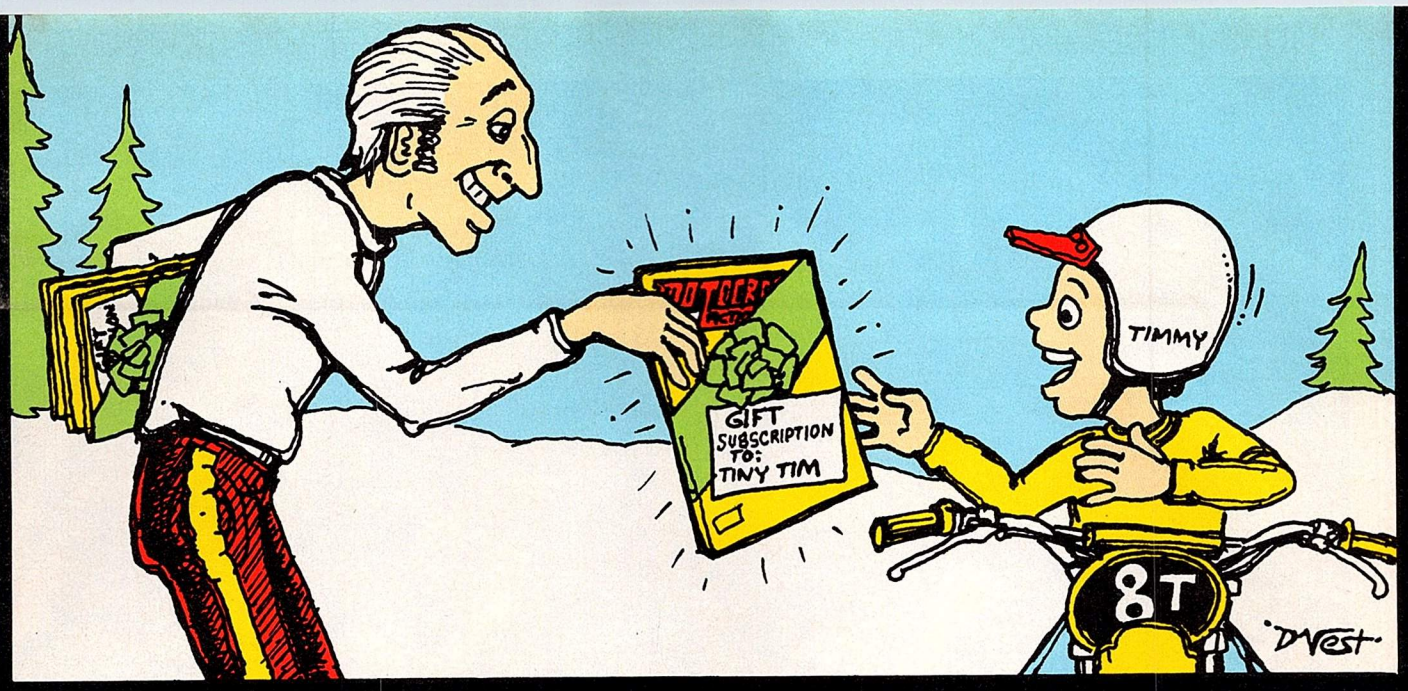
GET IT FIRST!
As a *MOTOCROSS ACTION* Subscriber, your copy is delivered to your door a full ten days before your buddies can find it at the 7-Eleven—the tricks, the tests, tech stuff, tips and training that will put you way out in front—everywhere motocross is spoken.

HERE'S ALL YOU DO:
Just fill out the Subscription Coupon* on the attached envelope. Put it in the postage-paid envelope along with your check or money order. Drop it in the mail and get ready for a good night's sleep on Christmas Eve:

YOU'RE GETTING WHAT YOU WANT FOR CHRISTMAS AND SAVING OVER TEN BUCKS OFF THE REGULAR NEWSSTAND PRICE OF $21.00!
TWELVE ISSUES OF MXA FOR JUST $10.98!

MOTOCROSS ACTION MAGAZINE

REGULAR NEWSSTAND ..... ~~$21.00~~
REGULAR SUBSCRIPTION ..... ~~$14.98~~
SPECIAL CHRISTMAS PRICE $10.98



HOW TO GIVE A $21.00 CHRISTMAS GIFT AND ONLY SPEND $10.98

Surprise your friends and relatives with Gift Subscriptions to *MOTOCROSS ACTION* for Christmas! True, the regular newsstand price of *MXA* for a whole year is $21.00, but . . .

A GIFT SUBSCRIPTION TO *MOTOCROSS ACTION* FOR CHRISTMAS IS ONLY $10.98! *A SAVINGS OF OVER $10.00*

THE PERFECT SETUP

That means you save over $10.00 off the regular single-copy newsstand price of $21.00 a year—JUST BECAUSE IT'S CHRISTMAS! You not only save big bucks with this Special Subscription Gift Package, just take a look at what you're giving—

THE PERFECT CHRISTMAS GIFT!

- ***Motocross Action*** delivered ten days before it's available at the Stop 'n Go—every month for a whole year!
- ***Peace.*** No more sleepless nights wondering if the newsstand will still have a copy of *MXA* in the morning.
- ***Joy.*** Your Christmas Gift doesn't come just once—it's there all year to say "Merry Christmas" every month!
- ***Love.*** What better way to spread the love of motocross than with the perfect gift—a subscription to *MOTOCROSS ACTION!*

HOW TO GIVE THE PERFECT CHRISTMAS GIFT AND ONLY SPEND $10.98:

1. Fill out the Subscription Coupon on the attached envelope.
2. Then carefully complete the Personalized Gift Card in your own hand-writing. Just before Christmas, we'll send this Personalized Gift Card to the recipient in a Special Gift Envelope. What better way to say, "Merry Christmas!"
3. Put both the Subscription Coupon and the Personalized Gift Card in the postage-paid envelope attached, along with your check or money order.
4. Drop it in the mail, and we'll take care of the rest! That's all there is to it—we'll even pay for the 20-cent stamp!

MOTOCROSS ACTION MAGAZINE

PERSONALIZED GIFT CARD

Dear _____

Merry Christmas! This is to let you know that this year I am giving you a subscription to ***MOTOCROSS ACTION MAGAZINE*** – the one that will bring the exciting world of motocross, complete with hop-ups, racing coverage and the latest in new bikes and products—right to your door for the next twelve months—all from me!

Merry Christmas From _____

INDIVIDUAL RECEIVING SUBSCRIPTION:

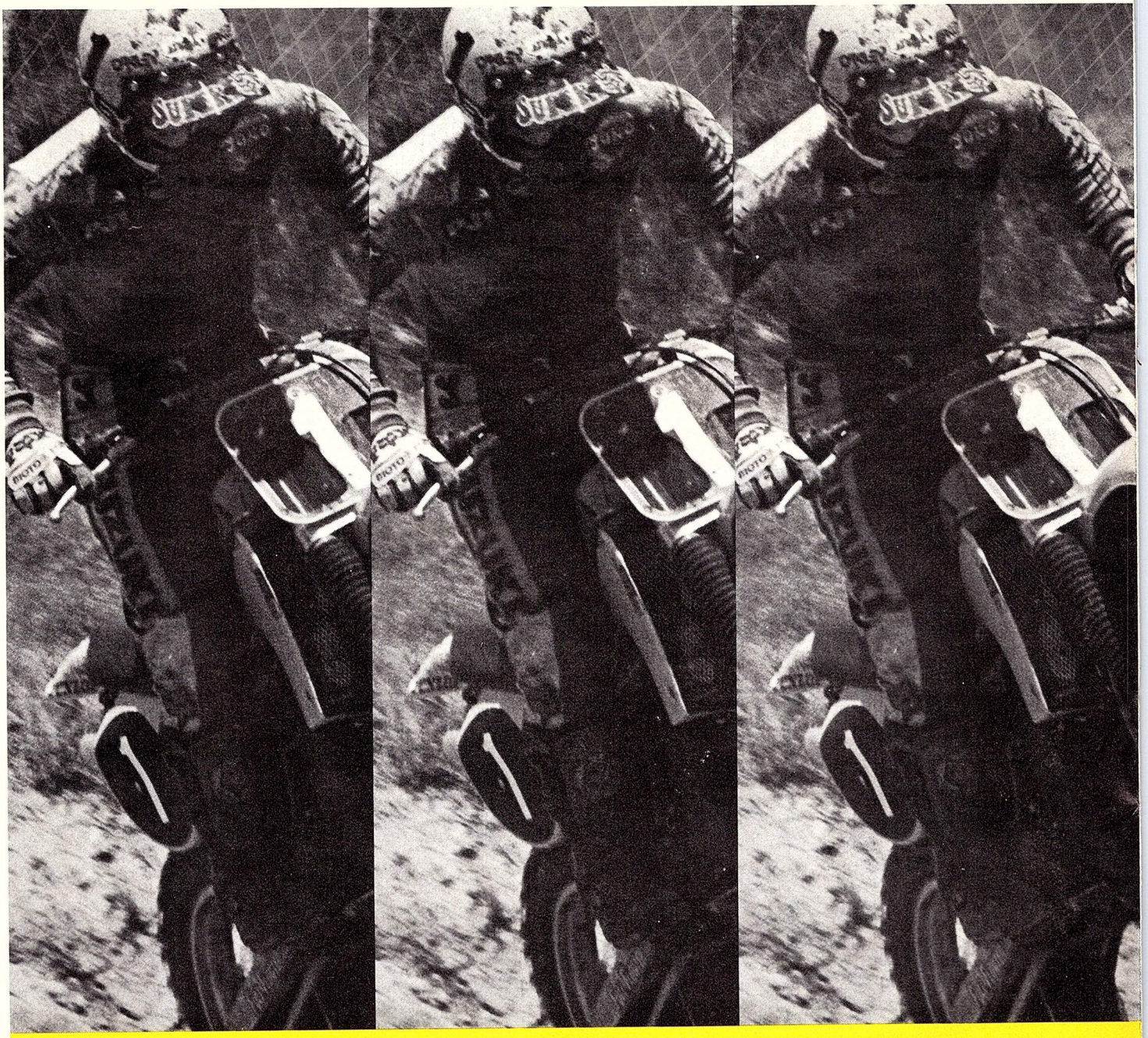
Name _____

Address _____

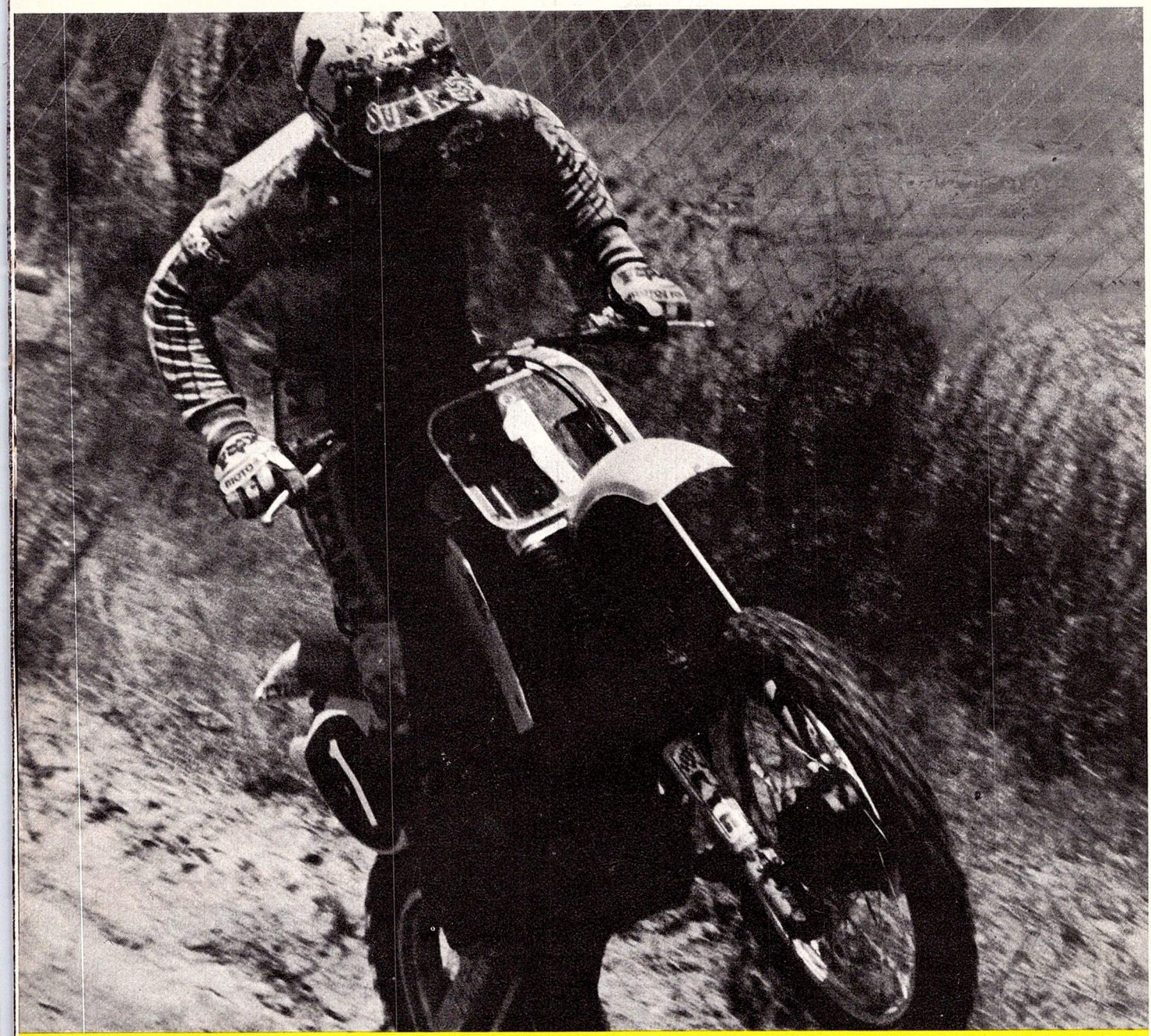
City _____

State/Zip _____

MXA 11-2



WIN. WIN. WIN.



EVERY YEAR IT'S THE SAME OLD THING.

Mark "The Bomber" Barnett has done just what we suspected he'd do... he's gone and won the 125cc National MX Championship for the third time in a row. Which proves once again that Suzuki's the absolute leader in the 125cc Class.

And when you look at this year's national points standings, Suzuki's track record shows even more of the same: Of the top 10 finishers, four were on Suzukis... with 2 riders winning the 7th and tenth points positions on box-stock RM-125s! That makes the RM-125 the highest-placing production bike in its class, bar none.

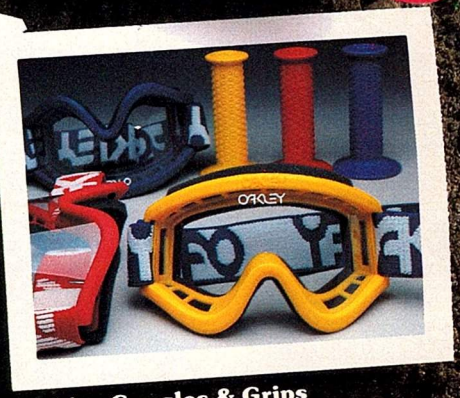
So, whether it's Barnett capturing the championship or a long line of RMs winning race after race after race, it's the same old thing: Win. Win. Win.

SUZUKI®

THE WINNING RIDE.

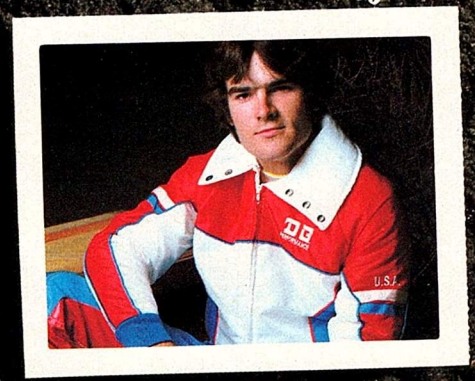
PUT A LITTLE DG™

DG Team Visors
The Wedge – still the most popular visor. These 5-snap sturdy plastic visors keep the roost out of your face. The logo up top shows your favorite bike brand. **$6.00**

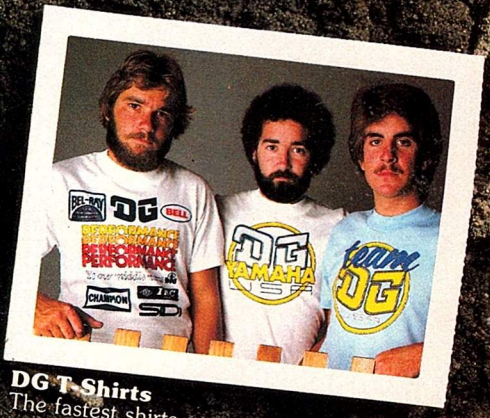


Oakley Goggles & Grips
See your way to victory with Oakley Factory Pilot goggles – just like Barnett & O'Mara **$20.00.** Oakley grips help you grab the bars with confidence. **$5.95**

DG Team Hats
Two ways to shade the sun – our standard pit hat **$6.00** with silk screened team logos and our new embroidered patch hats **$10.00.** Choose from five versions.



DG Champion Jacket
The bright red yoke, white body and blue quarter panels make this jacket stand out anywhere. The heavy nylon zipper, 3-snap collar, soft 100% polyester and deep pockets keep you comfortable. **$74.95**



DG T-Shirts
The fastest shirts around, these 100% cotton crew neck t-shirts are available in 11 different styles. All are machine washable with silk screen logos. **$9.50**

DG Tote Bags
Carry your gear in a DG bag. The large bag **$39.50** is for boots, leathers, helmet, jerseys. Smaller bag **$29.50** holds goggles, gloves, kidney belt, etc.

DG Team Wallets
Carry your bucks in style with these sturdy canvas style, nylon body wallets. Velcro closure protects your money, credit cards and removable plastic photo holder. **$8.00**

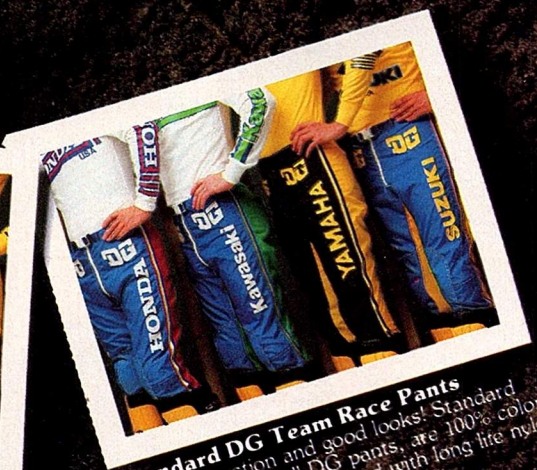
DG Kool Flow Pads
Sewn with heavy duty nylon thread, padded with light parapack nylon, coated with urethane, hand washable – the best roost reflectors around! Available in four Team colors. **$39.50**

DG® PERFORMANCE SPECIALTIES INC.

1230 La Loma Circle
Anaheim, CA 92806
(714) 630-5471

UNDER YOUR CHRISTMAS TREE

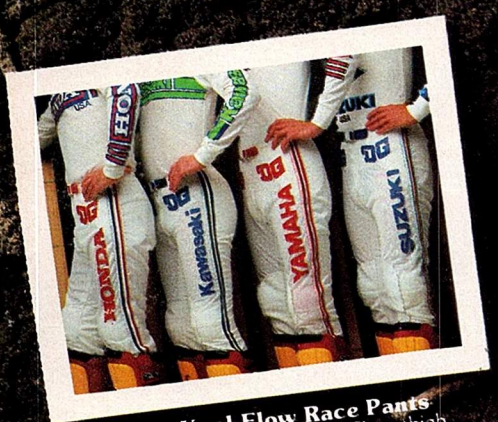
DG Standard Kool-Flow Race Pants
Same as Standard, but with Kool-Flow air panels in thighs to keep the hottest riders cool and comfortable! All DG pants have nylon tricot lining and detachable high density hip and knee pads. **$99.50**



Standard DG Team Race Pants
Good protection and good looks! Standard Race Pants, like all DG pants, are 100% color fast nylon and box stitched with long life nylon thread. **$99.50**

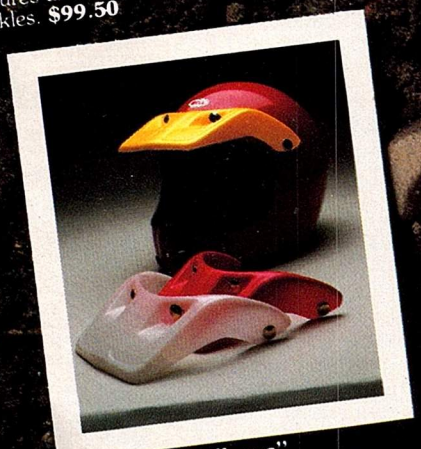
DG White Race Pants
Bright white pants with strong cowhide in knee and crotch areas. Like all DG pants, the outer leg section has a spandex stripe for restriction-free racing. **$99.50**

DG Team Jackets
Available in Team designs with embroidered logo, these lined jackets are made of Cire material with hooded collar, all sizes. **$59.50**



DG White Kool-Flow Race Pants
Same as White, but with Kool-Flow thigh panels. All DG pants have velcro ankle closures and quick release plastic buckles. **$99.50**

DG Team Jerseys
Lightweight, comfortable cotton Yamaha, Suzuki and Team DG jerseys. La Coste Knit, 3" longer than normal. **$17.95**



DG "Super-Visors"
The newest European craze. "Super-Visor" follows the contours of your helmet for a flowing, "factory" look. **$7.95**

DG Team White Race Jerseys
100% La Coste Knit cotton, with bright silk screened logos, plus 3" extra length to tuck in pants while racing. **$17.95**

DG accessories are sold individually through finer motorcycle dealers.

DG Performance Specialties,
Dept MXA-8, 1230 La Loma Circle
Anaheim, CA 92806. 714-630-5471

Qty.	Size	Description/Color/Team	Price

Charge my: ☐ Master Charge ☐ Visa
Card # _____ Exp. Date _____
Signature _____
Name _____ Address _____
City _____ State _____ Zip _____ Phone # _____

CA Res. add 6% sales tax _____
Shipping $3.00
Total _____

[ ] Send $1.00 for the new Fall 82/83 DG Color Apparel Catalog.

All DG pants available in waist sizes 24", 26", 28", 30", 32", 34", 36" and 38". All jerseys available in small, medium, large and extra-large. All gloves available in Team colors sizes x-small, small, medium, large and x-large. Please specify sizes and colors when ordering.

36
36
36
Honda

UNITED STATES 250 GRAND PRIX

Can Dazzling Danny do it?

By Scott Wallenberg

☐ Unadilla is a rider's track. The kind where the brain tells the throttle what to do instead of the other way around. It is also a spectator's track, and it draws some of the most enthusiastic fans in the world. With Team Yamaha's Danny LaPorte leading the 250 World Championships, the Unadilla Grand Prix took on more than a fun-in-the-sun atmosphere for the riders *and* the spectators. It was with intensity and determination that the riders, teams, mechanics, hangers-on and spectators crammed into the lush upstate New York track.

Since LaPorte is the first American to ever have a serious shot at winning the 250 World Championships, everybody was rooting for the Yucca Valley, California, resident (now residing in Belgium). Yamaha was rooting for "Dazzling" Danny also, but at first the United States-based Yamaha declined entering the 250 GP. Yamaha was finally pressed into service to give itself exposure and hopefully help Danny LaPorte keep the Europeans off his tail. Broc Glover, Ricky Johnson and Scott Burnworth flew to the East Coast to do their patriotic duty.

Honda had Donnie Hansen and David Bailey in attendance, while Kawasaki sent Tommy Benolkin out on a prototype of next year's production KX250. The other American, Mike Guerra, who was until this year the lone American in Europe, had been overshadowed by LaPorte's meteoric success. But Husqvarna's Guerra had proved himself by winning the Spanish GP earlier in the season. Kris Bigelow was sent from Husky headquarters to lend moral support.

EUROPEANS WERE HELPLESS

Georges Jobe has been trying desperately to catch up to the fleet American all season long. LaPorte had won four GPs in a row, and although Jobe had clung closely

Photos by Paul Buckley

"Dazzling" Danny LaPorte opened up a 16-point lead on former World Champion Georges Jobe, with two rounds left. LaPorte is cool and confident.

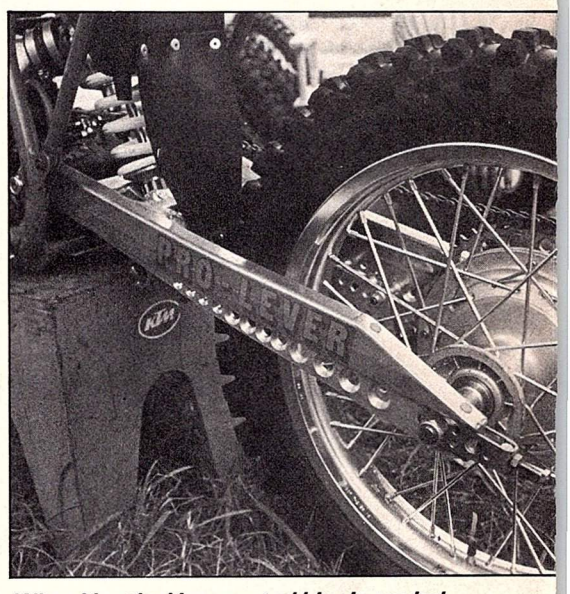
to him in points, Team Suzuki had offered him little rider support for the USGP. No United States Suzuki factory riders made an appearance at Unadilla, and Georges was left with only privateer Suzuki riders Gaston Rahier and Henk Van Mierlo to support his cause.

KTM sent Kees Van der Ven over with a works KTM to try to regain the form he seemed to have misplaced during the past few GPs. Kees had held the points lead during the middle part of the season, but LaPorte and Jobe had gobbled him up in Russia the week before, and he was now a distant third in the standings. Maico sent over Maurizio Dolce and Benny Wilkens, who holeshot last year's USGP, while Honda's sole European effort was big Rolf Dieffenbach.

CAT AND MOUSE

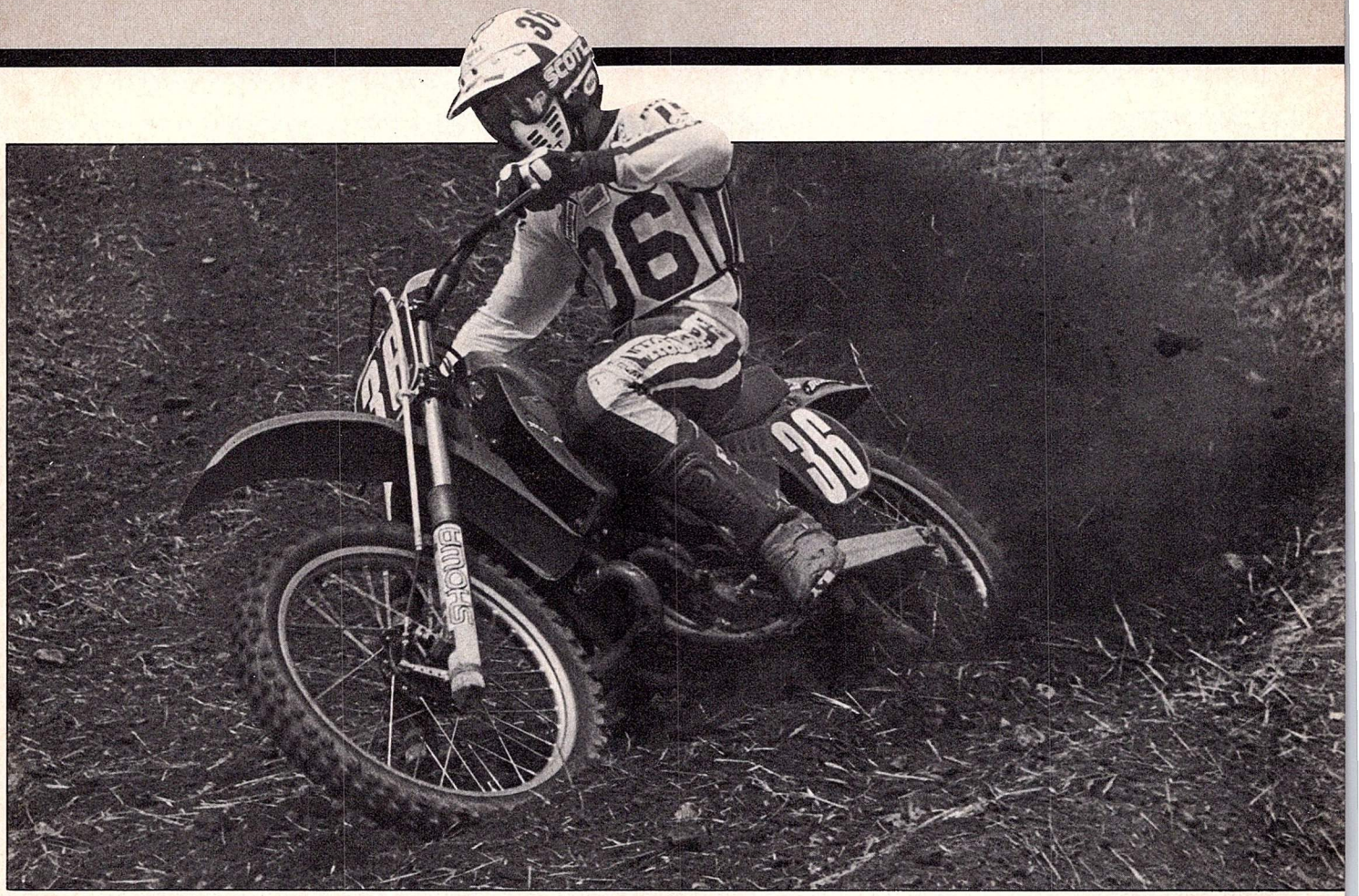
At Saturday's practice session Jobe, Hansen and Ricky Johnson played with each other, but always backed out of any serious racing for fear of showing their speed or good lines. Each tried to catch up to the other, only to have the rider in front slow down and drop in behind him.

In Sunday's timed practice, which determines starting positions, Broc Glover set fast time with consistent times in the 2.20 range. Broc did give the AMA a scare: He turned in an incredible two-minute lap, knocking 20 seconds off everybody else's time. Broc explained to the AMA officials that he had stopped to talk to his dad, and had pulled back on at a different spot. Yet



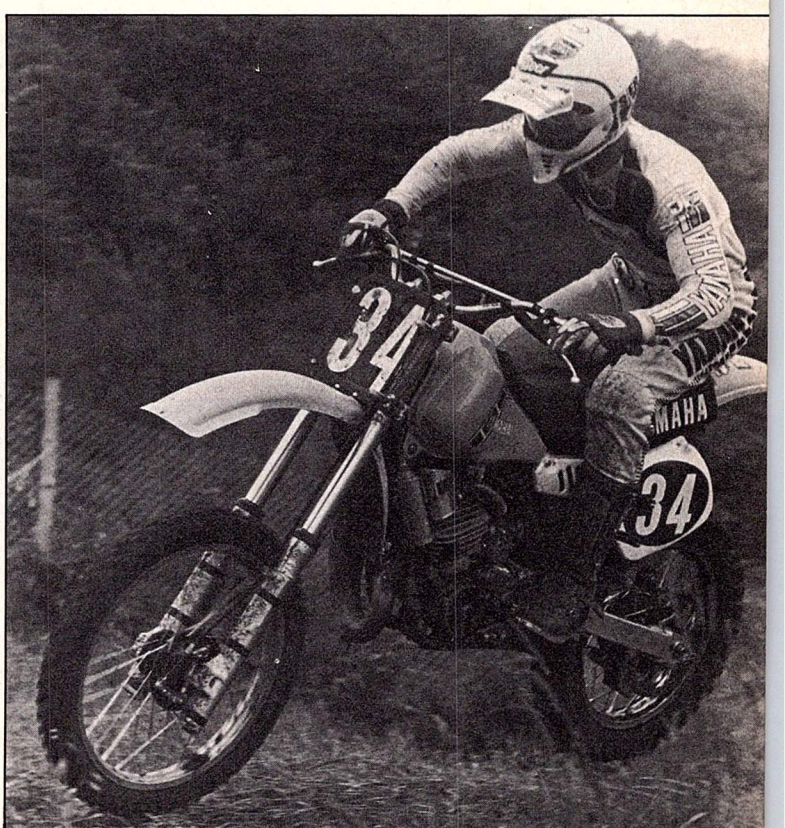
When Van der Ven wanted his air-cooled KTM250 to be lighter, the factory whipped out the Black and Decker.

Kees Van der Ven impressed the American riders with his smooth lines and hard charges late in the motos. Van der Ven held the points lead early in the season until LaPorte won four GPs in a row.

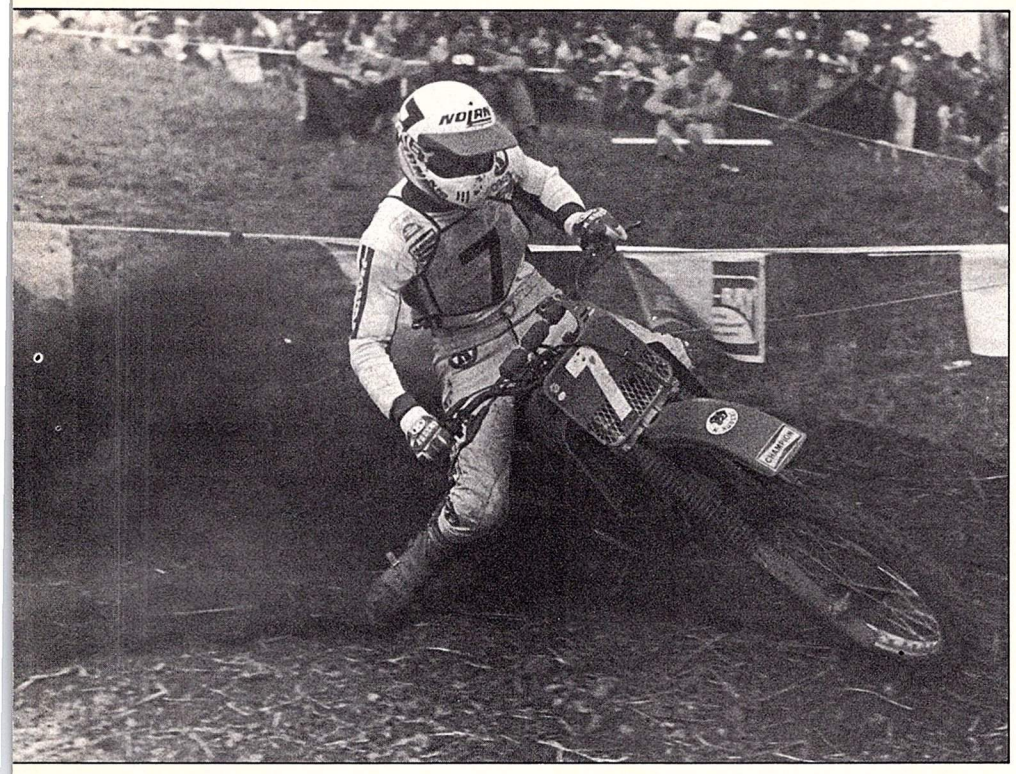


David Bailey continues his impressive streak of hot performances. Unfortunately, he also continues his streak of coming up a little too short when the totals are counted.

Donnie Hansen made it 100 yards before his pipe was ripped off his works Honda in a first-turn donnybrook.



Broc tried to help LaPorte and ended up hurting himself, but at least it was all for the American cause.



Europe put four riders in the top ten. Jean-Claude Laquaye went 11-7 for seventh overall.

Broc wondered what it would have done to everyone's mind if he had talked for about 15 seconds longer and then turned in a five-second-a-lap faster time.

Even if Broc had set fast time without cutting the course, no one could pick a favorite. It was too close to call. Team strategy might make all the difference, but it was all unofficial, and the United States Yamaha team came to win regardless of whether LaPorte was in the race. But Broc and the others wanted to help Danny if they could, and it all added to the pre-race tension.

RACE WITHIN A RACE

Danny LaPorte wanted to beat Georges Jobe to gain as many GP points as he could. All the other riders were unimportant to Georges and Danny. They focused only on each other.

When the gate dropped for the first moto, Broc Glover shot into the lead with David Bailey and Rolf Dieffenbach hot in pursuit. A second-turn pileup wiped out Donnie Hansen and Great Britain's David Watson.

"I gassed it into the turn, but everybody else shut off," said Hansen. His bike was wasted. His mechanic put on new radiators, bars and forks while Donnie watched the first moto. Watson injured his knee and was taken to the hospital.

Broc Glover fell and David Bailey, Rolf

GET UP ON THE TANK with

$39.95

Cal. Res. add 6% Sales Tax

SPECIAL INTRODUCTORY OFFER
Limited Time Only

*Exclusive nose pocket, will not shift
*Accent PANEL for fit and style
*All seams double stitched for maximum strength
*Vinyl cover 35% heavier than stock seats
*Precision molded to fit snug against gas tank
*No cross seams to snag ...separate...or tear

ONE PIECE MOLDED CONSTRUCTION
Made of Aircraft Quality, Hi-density Urethane

Ask your dealer or call direct (714) 979-4810
DEALER & DIST. INQUIRIES INVITED

HI-FLITE USA
A DIVISION OF OLEA INTERNATIONAL
Manufacturer of Quality Aircraft, and Motorcycle Seats.
4020 W. Chandler Ave., Santa Ana, CA 92705
(714) 979-4810

HI-FLITE USA

NEW!
A complete Motocross seat inspired by the NEW 1983 FACTORY racer seats. Why buy half a seat when you can have a HI-FLITE complete SAFETY SEAT! HI-FLITE seat kits come complete with: One piece molded Foam...Quality seat cover... Complete illustrated instructions, ready to install on your stock seat pan. Available for 1981 & 1982 SUZUKI RM 125, RM 250, RM 465, YAMAHA YZ 125, YZ 250G, YZ 465, HONDA CR 80, CR 125, and CR 250.

To Order By Mail
NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
MAKE _____ MODEL _____ YR. _____
☐ BLACK ☐ BLUE ☐ RED
☐ CHECK ☐ MONEY ORDER ☐ C.O.D.
TELEPHONE C.O.D. ORDERS ACCEPTED

Dieffenbach and Tommy Benolkin took over the points positions. Glover was in eighth place and rapidly moved up to race with the big German for second place. Benolkin got off next, allowing Danny LaPorte into fourth with Kees Van der Ven and Steve Martin right behind.

THINGS STARTED TO HAPPEN

It was at this point that things started to happen. Glover seemed to be waiting for LaPorte to catch up; he visibly slowed down, allowing Bailey and Dieffenbach to get away. While Glover waited, Jobe came barreling through and caught LaPorte. The two prime contenders for the Championship were running fourth and fifth, with Glover taking the front door in third. Then Danny LaPorte collided with a slower rider and went down. The positions changed drastically. Bailey still led, but Kees Van der Ven was now second, Ricky Johnson was third, Glover was fourth and Jobe was fifth. LaPorte had fallen back to eighth place, but he quickly came up to dice with Jobe. Georges was tentative about trying to pass Yamaha-mounted Broc Glover. LaPorte passed Jobe, and Broc swiftly moved over to let Danny slip by, only to make a mistake by also letting Jobe pass.

The first moto ended with Bailey, Johnson, Van der Ven, LaPorte, Jobe and Glover in the top six positions.

Broc Glover: "I started thinking about helping Danny and forgot what I was doing. I lost concentration and blew it trying to sandwich myself between Danny and Jobe."

David Bailey: "I just kept gassing it and pulling away. I backed off, and then Ricky Johnson suddenly started charging. I couldn't get my previous speed back up. Next moto I want the race to be boring for everybody else, with me way out front!"

Kees Van der Ven: "I feel great. My bike is working well and I'm sorry I made the mistake of letting Johnson by, but I'm ready for the second moto."

THE SECOND SHOWDOWN

Danny LaPorte grabbed the holeshot and was followed closely by Kees Van der Ven and Johan Martens from Luxembourg. Bailey held sixth place, but not for long, as he looped out coming up the hill and fell back to 13th place. Glover crashed and called it a day as he suffered handling problems.

Van der Ven didn't have any handling problems, as he quickly moved past LaPorte and pulled away to easily win the moto. And with the win came the overall, with a 3-1 score. Ricky Johnson moved up behind LaPorte so that Yamahas were running second and third. Georges Jobe was fourth, but Donnie Hansen displaced him, giving LaPorte an even bigger cushion of points. David Bailey showed amazing speed and flew back through the pack to move up to sixth place behind Jobe. Bailey made an enemy of Johan Martens when he stuffed the Yamaha rider onto his European head on his way up to sixth. Mike Guerra fell down all day long and could do no better than tenth in one moto.

When the day ended there were two winners: Kees Van der Ven, who won the United States 250 Grand Prix; and Danny LaPorte, who opened up a 14-point lead on second-place rider Georges Jobe. With only two Grands Prix to go, Danny LaPorte stands an excellent chance of joining Brad Lackey in the ranks of World Champion. □

UNADILLA 250 USGP RESULTS

1.	Kees Van der Ven (KTM)	3-1
2.	Ricky Johnson (Yam)	2-3
3.	Danny LaPorte (Yam)	4-2
4.	David Bailey (Hon)	1-D
5.	Georges Jobe (Suz)	5-5
6.	Broc Glover (Yam)	6-D
7.	Jean-Claude Laquaye (Yam)	11-7
8.	Scott Burnworth (Yam)	7-D
9.	Johan Martens (Yam)	14-8
10.	Steve Martin (Hon)	8-15

DOES JEFF WARD HAVE AN UNFAIR ADVANTAGE?

Jeff Ward rides—and wins—with the Oakley 0/20 Goggle System.

The 0/20 Goggle System's optional F-Series anti-fog lens is designed to stay clear in any weather.

And the 0/20's frame combines the widest possible peripheral and vertical vision with extreme comfort.

Find out how many other advantages the Oakley 0/20 Goggle System offers. If you're as fast as Jeff Ward, you'll see plenty.

OAKLEY

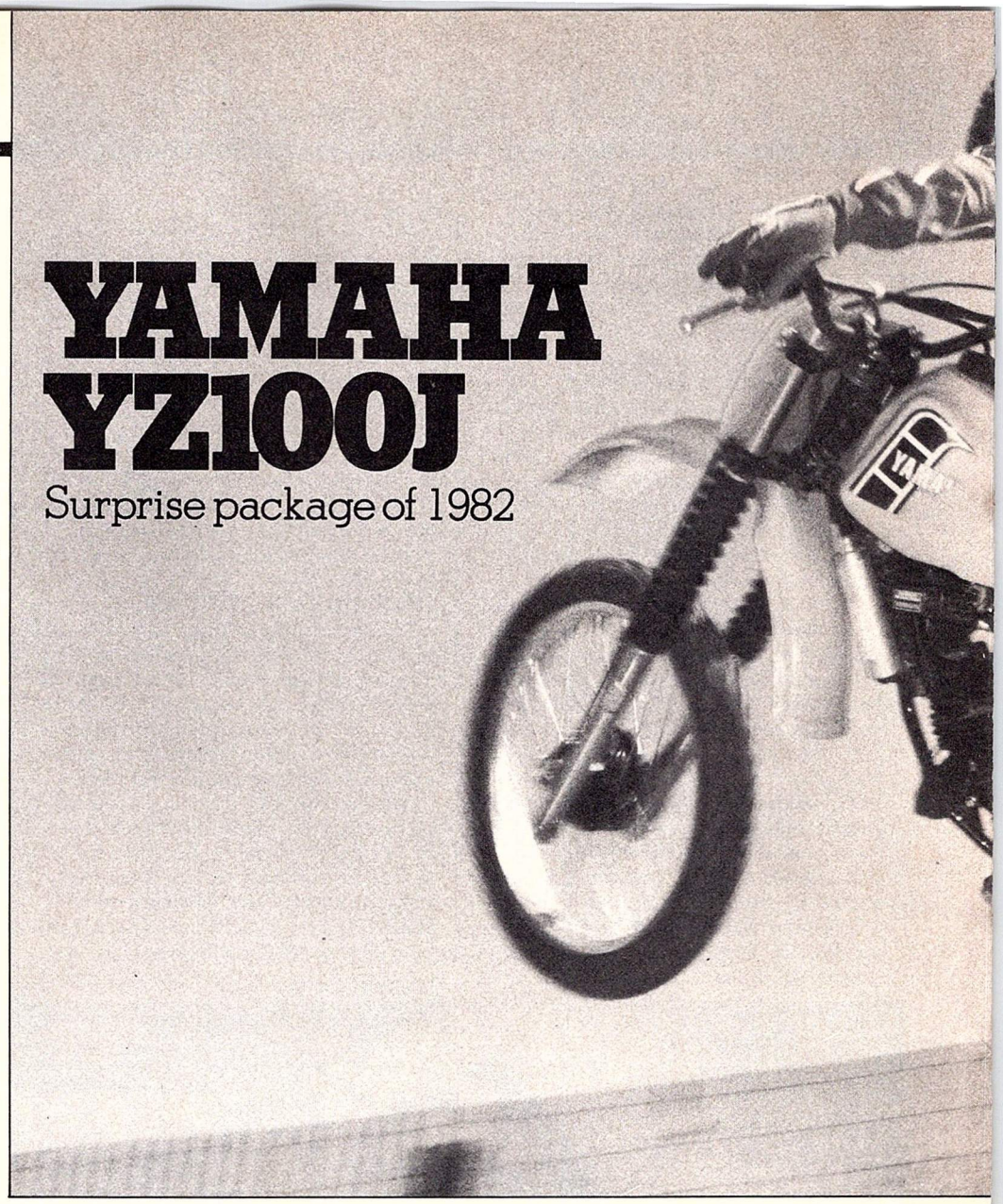
Almost an unfair advantage.

Send $4 for Oakley super sticker pack and brochure to Oakley, 23086 Terra Drive, Laguna Hills, CA 92653. Suggested retail price of 0/20 Goggle System with Lexan® lens: $20. Suggested retail price of F-Series lens: $4.

RACE TEST

YAMAHA YZ100J

Surprise package of 1982



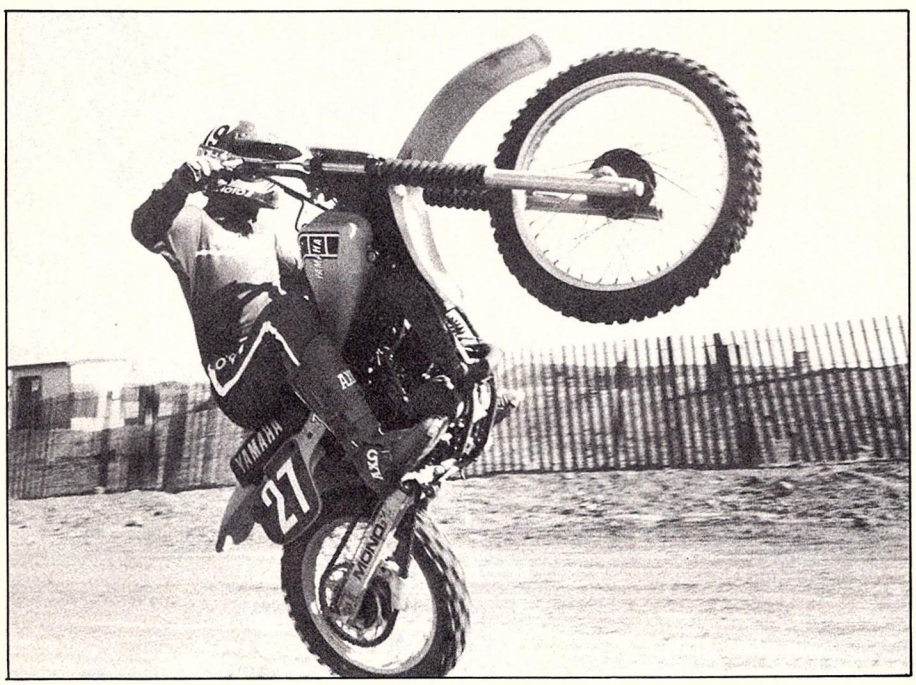
☐ Yamaha hasn't had a good year on the motocross tracks of America. While Suzuki dominates the 125 class, Honda and Suzuki are dueling for the deuce-and-a-half title, Honda and the Europeans are wrestling over the 500 crown, and Kawasaki has taken all the marbles in minicycles. Yamaha is left with nothing to its name. No . . . that isn't true. Yamaha makes the best 100cc motocross bike sold in the United States. *Big Deal! They make the ONLY 100cc motocross bike*. It doesn't matter that Yamaha's YZ100J is the best bike in the class, and it *is* the best century bike ever made. *How can it be so good if the rest of the Yamaha line is so average?* That's a good question, but the YZ100J isn't just *good,* it's great. *How great?* The best bike Yamaha has ever made. *Really?* Really!

WHAT'S IT ALL ABOUT?

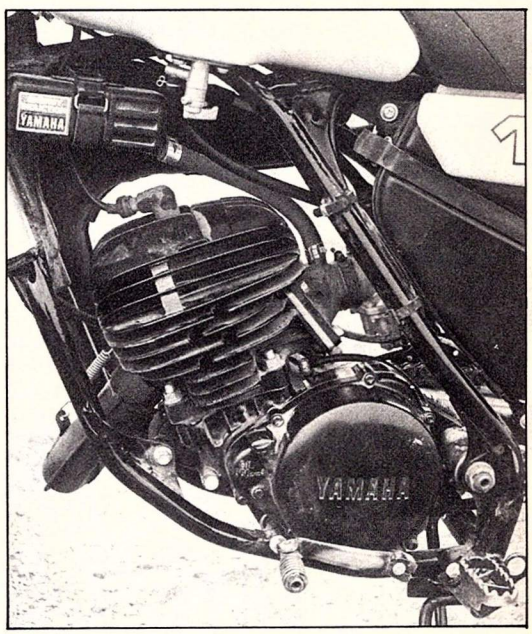
The 100 class is a cost-leader class. It is a hand-me-down bike built from a little bit of new stuff and a lot of last year's leftover parts. After all, when you have a stockpile of parts, leftover casting, and no place to get rid of the inventory, the 100 class is a logical dumping place.

In the making of the YZ100J, Yamaha took that exact route. The motor is the old YZ125G motor sleeved down to make 100 cc's. The bore and stroke is the standardized 50mm by 50mm. Carburetion is a smallish 30mm Mikuni, and all of the motor parts are established and proven parts from a few years ago.

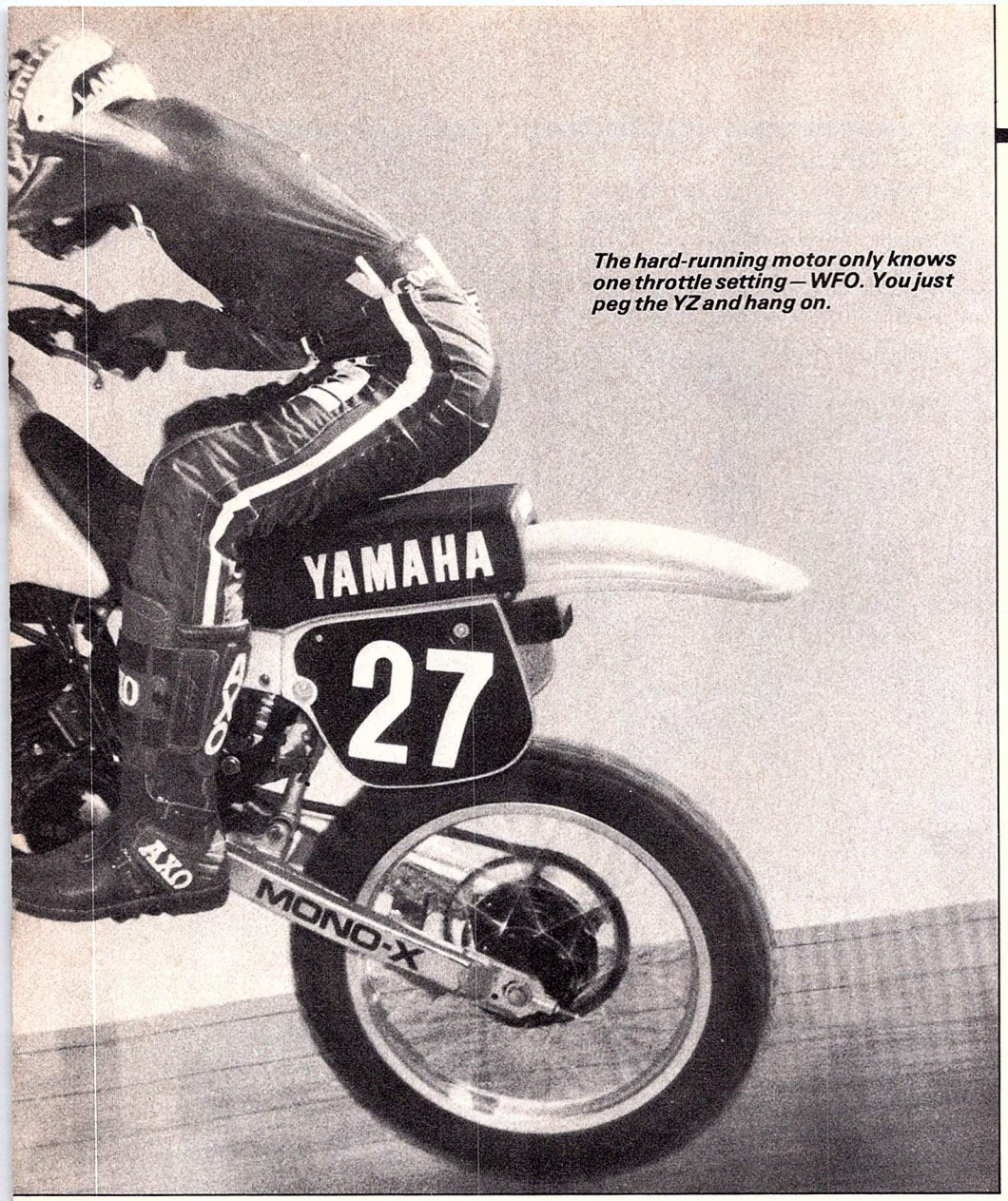
Wheels and forks are also leftovers from the old days. The "new" consists of the frame, plastic and rear suspension system.



Race bike, play bike, and the ONLY bike in its class. Yamaha's YZ100J is a great machine.



Lots of leftover parts are used to build the YZ100J, but they are parts off of good designs. They make the 100 a better bike instead of a junker.



The hard-running motor only knows one throttle setting—WFO. You just peg the YZ and hang on.

HOW FAST IS IT?

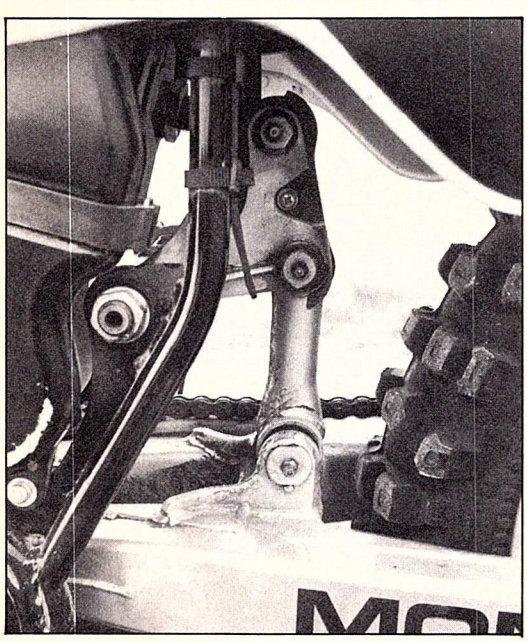
We could say it is the fastest bike in its class and leave it at that, but it isn't really all that fast by modern minicycle and 125 class standards. Don't get confused. It is the fastest 100cc motocross bike to come down the pike, and it is faster than last year's YZ-100. But the power is mellow enough to be rideable by almost any aspiring star, and frantic enough that it can be ridden with satisfaction by a demanding Pro. Most promising about the motor is its hop-up potential and its ability to take constant abuse without a whimper. It is a wide-open motor. It was built to run that way, and the YZ125G tranny and cases are more than adequate to live up to the engine's demands.

Powerwise, the YZ100J is the perfect mix of rideability and revability. It is a sweet little motor and a mean racing machine.

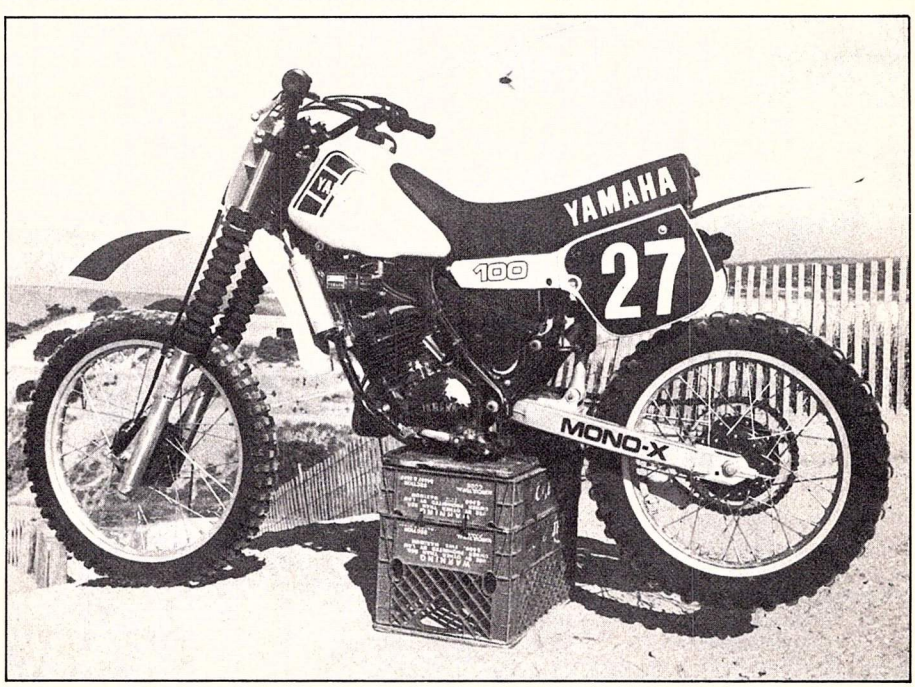
DOES IT HANDLE?

Surprisingly, Yamaha's YZ100J is the best-handling bike Yamaha makes. It turns on a dime, doesn't wiggle over the rough ground, sails with the utmost grace and can be whipped inside out by a skilled rider. It lacks the floppy front end of the YZ125, and the tanklike feeling of the YZ250/490. It is spot-on.

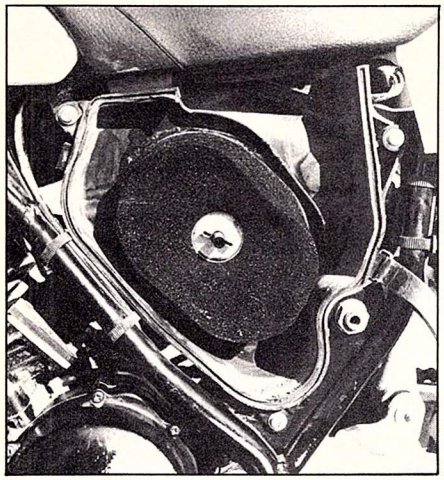
Suspension was another surprise. It has less than ten inches of travel at each end, but can be ridden over the worst ground, biggest bumps and gnarliest whoops without a whimper. The complete shock and linkage system on the YZ100J must be a generation different from the bigger (and smaller) YZs, because this one works, and it works right out of the crate.



With a low-budget strut and shock, the YZ100J puts all the top-dollar Yamahas to shame with a system that actually works.



With its short, ten-inch suspension and smallish feel, the YZ looks like a child's bike, but it has everything a GP rider would want.

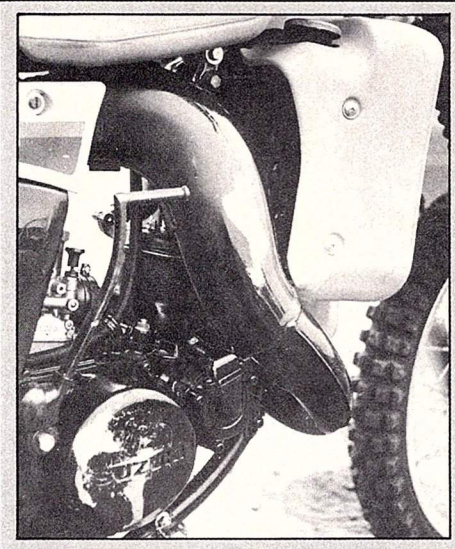


A large rubber strap holds the airbox cover on. It is quick, easy and simple. The filter element is cheap, flimsy and wimpy.

We slid the fork up a little higher in the triple clamps, cranked in a tad more preload, added ten cc's of oil to the forks, and ran the YZ100 into the sunset. This bike isn't bulletproof, as we wasted both the front and rear wheels, wore out the chain and stretched the brake cable beyond use, but it is as close to perfect out of the crate as anyone could expect from a bike with a low market profile.

SHOULD I BUY ONE?

If you have been avoiding the 100 class because it is a one-marque story, you have been missing the best bike ever built for the six-cubic-inch set. If *Motocross Action* had to pick a bike of the year, the Yamaha YZ-100J would win by a landslide. The motor is well-designed for what it is supposed to do, the handling is both lightning quick and stable, the suspension is firm and supple, and the bike itself is a surprising winner from a company that didn't produce too many winners in 1982. By all means, buy one. □



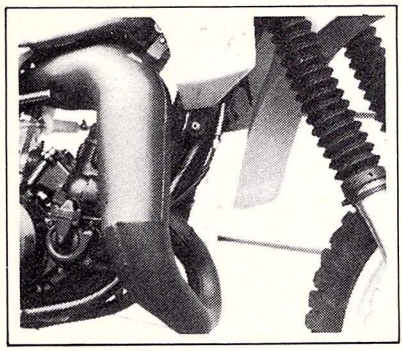
Outside is the roaring power of a 125; inside is the meow of a 100. But if you want an RM, CR or KX tiddler, this is the route to take.

BUILDING YOUR OWN 100

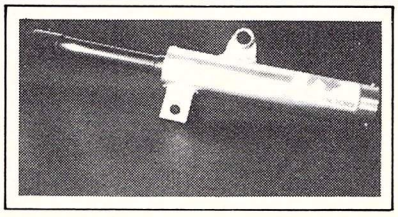
• If you can't stomach the thought of racing a Yamaha, but you have to be in the 100cc class, you have only one hope—Kustom Kraft. Kustom Kraft Performance sells AMA-legal sleeve-down kits for all Honda, Suzuki, Yamaha and Kawasaki 125s. All you do is take the cylinder and head off your trusty RM125, KX125, YZ125 or CR125, and ship it to Kustom Kraft, 886 Bluff City Blvd., Elgin, Illinois 60120; 312-697-4343. They will rebore your cylinder, press in a 100cc liner, mill the head to match the sleeve, hone the cylinder and include piston, rings and circlips. The base price is from $175 to $195.

As a bonus, Kustom Kraft also offers special exhaust pipes to go with their 100cc sleeve-down kits. They recommend lowering the gearing by one tooth on the counter, and making sure compression is at least 150 pounds. After that, it is just a matter of going out and doing away with all those Yamaha YZ100Js. •

RF
DON EMLER'S
ROOST FACTORY
1430 WEST 259TH STREET
HARBOR CITY, CALIFORNIA 90710
(213) 530-8401
DEALERS INQUIRIES WELCOME.

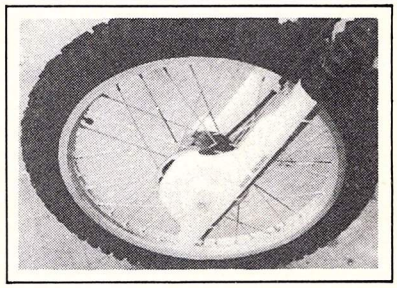


R.F. RM 250Z PIPE
Absolutely the BEST RM 250Z pipe on the market! Fully dyno tested! Broader overall power! Increased low end torque! Sits higher than stock so it won't get smashed! Now in stock! **Only $99.50.** (Call about our full line of high performance exhaust systems.)

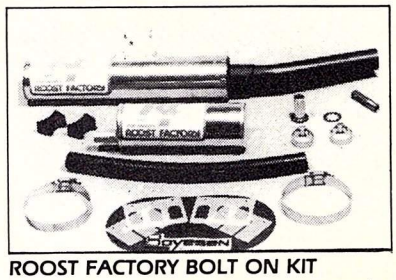


REBUILDABLE ALLOY SILENCERS
Our Silencers are made from the highest quality aircraft aluminum and for added strength and smoother flow, the stingers are constructed from 10/20 alloy steel, then flow tested by one of our technicians.
Roost Factory Silencers are designed to take the demanding abuse that motocross racing dishes out. There simply is no better Silencer you can buy.
$42.95 to $47.95

Don Emler's new catalog of secret weapons is now available. It's filled with all kinds of new bolt on products for the ATC 250R's. Send for your free catalog today and please include **$1.00** for shipping.



PLASTIC BRAKE COVERS
Are the current craze on the works bikes, and are now available to you from the Roost Factory in yellow, red, and white. Underneath the plastic shield is a regular drum brake, but the cover keeps mud and rocks out of the lever. Available for all CR's, KX's, RM's, and YZ's. Only **$18.95**



ROOST FACTORY BOLT ON KIT
Now three of the most popular items on the motocross market to date are in one money saving kit. Kit includes:
- Rebuildable Alloy Silencer
- Factory Roost Bottle
- and Boyesen Dual Stage Reeds

Only $97.95, you **SAVE $20.00.**

ADVERTISEMENT

MILLER HIGH LIFE • SAN DIEGO SUPERCROSS FINALS

FIRST TIME— TRACK CLIMBS STANDS!

The MILLER HIGH LIFE SUPERCROSS FINALS will wrap up a sensational 12-race season at San Diego Jack Murphy Stadium on Saturday, November 6!

For the first time ever, the San Diego Supercross track will go into the spectator stands! The newly designed section tagged "Wrangler Corral" launches riders up a 22-foot wall through the stands, across the concourse, and under the scoreboard. A sharp hairpin turn shoots them back down through the stands on a return flight to the field.

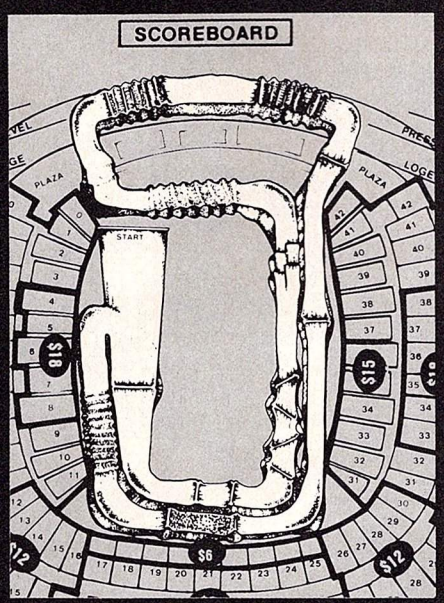
Modeled after the famed Peristyle jump, only the best Supercrossers in the nation dare to make the thrilling climb into "Wrangler Corral"!

Honda's Donnie "Holeshot" Hansen wrestled the 1982 Wrangler Supercross Series championship title away from Suzuki's "Magic" Mark Barnett at the Los Angeles Miller High Life Superbowl of Motocross in July, forcing Barnett to settle for second-place overall this year. The question of filling the #3 slot is now left, with a points battle between Honda teammates Johnny O'Mara and Jim Gibson.

O'Mara leads with a 15-point jump on Gibson; but with a total of 28 points possible, Gibson could easily slide into third. He finished in second place at San Diego last year and there'll be no holding back for either Gibson or O'Mara. The race for third is fair game for Team Honda.

O'Mara and Gibson have more than just each other to contend with at the MILLER HIGH LIFE SUPERCROSS FINALS. The seemingly unbeatable Honda force is also focused on the newly crowned 500cc National Champion, Darrell Shultz, who trails a mere 5 Supercross points behind Broc Glover, in 6th position. Shultz doesn't want a yellow Yamaha wedged in between the flow of gladiators aboard red machines. Honda-mounted riders also include David Bailey, who finished 3rd at the L.A. Superbowl, and Danny "Magoo" Chandler, who won the June USGP at Carlsbad.

Muscle from Yamaha's powerhouse, Mike Bell, Broc Glover, Bob "Hurricane" Hannah and Rick Johnson, won't lighten the load either. "Too Tall" Bell (who has donned new leathers of confidence, "Tall E' Nuff"), the reigning champion of the "Last Superbowl," took his win with ease. Local San Diego favorite Broc Glover was not happy taking second place in L.A. "It was a tremendous letdown," said Glover. "I would have really liked to win." Glover won the Finals last year and has set his sights on back-to-back victories in San Diego. He holds the hometown advantage, along with Rick Johnson and former 125cc and 500cc Champ Marty Smith. Together they form the traditional Team San Diego at the 3rd annual Supercross Finals. Each will use the enthusiasm of the local crowd to his full potential.



Behind the leadership of three-time 125cc National Champion Mark Barnett, Suzuki's star lineup includes Warren Reid, George Holland and Denny Bentley. Also chalking up points for the final tally will be Kawasaki's Jeff Ward, Goat Breker and Tom Benolkin. Since midyear changes, Kawasaki's machines are leaving jet streams on many tracks across the country.

Home of the Padres, Chargers and Aztecs; San Diego Jack Murphy Stadium deserves no less than a spectacular Supercross track. The 1982 man-made creation not only boasts the awesome Wrangler Corral, but again features the Coca-Cola Catapult—a ten-foot-tall radical jump that blasts riders up and out 50 feet through the night air! There will also be sandpits, jumps and plenty of whoop-dedoos to tackle among the 12 treacherous obstacles molded into this course.

On November 6, America's motocross heroes will put every ounce of skill, racing knowledge and ability they possess on the line as the MILLER HIGH LIFE SUPERCROSS FINALS gets under way. This race means more than just the last race of the year. It is a final test, the last showdown; one more chance to prove to friends, fans, teammates, and managers how good they really are before 1983 contract renegotiations.

From mid-July till November 6, there are no stadium races. Many riders contest the outdoor motocross racers. Others practice or enter local events, but nobody can practice Supercross. Saturday afternoon before the Finals will be the first stadium course these riders have seen since the L.A. Superbowl. There is no time for strategy planning . . . . Supercross is all-out, go-for-it racing—every second they're on the track. Each of the 80 riders will be going for the glory, hoping to wind up in the final winner's circle.

This year, the AMA-sanctioned MILLER HIGH LIFE SUPERCROSS FINALS will offer some extra bonuses to pay tribute to America's best Supercrossers. Miller will present "Rider of the Year," "Rookie of the Year," and "Mechanic of the Year" awards. Winners of the best rookie and best mechanic have been voted on by the news media, the riders and mechanics themselves; the "Rider of the Year" has been selected in cooperation with *Motocross Action* by subscribers of *Dirt Bike* and *Motocross Action* magazines. In addition, Stadium Motorsports Corporation and Miller High Life have contributed an extra $4,400 to the San Diego purse as a special thanks to the riders for their support of the Last Superbowl, the MILLER HIGH LIFE SUPERBOWL OF MOTOCROSS!

There are also special bonuses for Supercross fans at San Diego! Coca-Cola will trade free Early Entry passes for empty 6-packs of Coca-Cola for recycling. An Early Entry pass, along with a regular Supercross ticket, admits spectators at 4 p.m. to watch rider practice. Regular gates open at 6 p.m. Get in early and watch riders check out the track for the first time. San Diego Toyota dealers are offering free discount coupons good for $3 off the purchase of $18, $15, and $12 tickets. These coupons can be redeemed at the stadium box office November 2-5. Discount coupons are available at participating San Diego Toyota dealers beginning October 20.

Wrangler is planning a special promotion for the seats surrounding the "Wrangler Corral." Fans who sit in the seats surrounded by the track in the stands can purchase a pair of Wrangler jeans at participating San Diego area retailers and get a free ticket for a seat in this particular section.

On Sunday, November 7, amateurs will ride the pro-track for the National Amateur Supercross Finals! Riders have been qualifying all season long for the title of the best Amateur Supercrosser in the nation.

Sponsored by Coca-Cola, American Honda, KGB-FM 101, XETV-Channel 6, Carrera, Air Force Reserve and San Diego County Toyota Dealers, the MILLER HIGH LIFE SUPERCROSS FINALS is the last showdown for '82. It is the last time to see the hottest, fastest superstars competing in stadium warfare. It marks the season-ender and the official crowning of the 1982 Supercross Champion.

Gates at San Diego Jack Murphy Stadium open at 6 p.m.; racing starts at 8 p.m., Saturday night, November 6. Tickets are available at Ticketron, Select-A-Seat, San Diego area Honda dealers, San Diego Super Shops and the Charge-line: (714) 565-2865. Ticket prices are $6, $9, $12, $15 and $18. Kids 10 and under are half-price. Remember, last year was nearly a sellout, so get your tickets early! For more information, call (714) 494-3684.

WHITE BROTHERS-SPONSORED

CALIFORNIA FOUR-STROKE CHAMPIONSHIPS

Tom Clark

Heavy rumbling at Saddleback Park

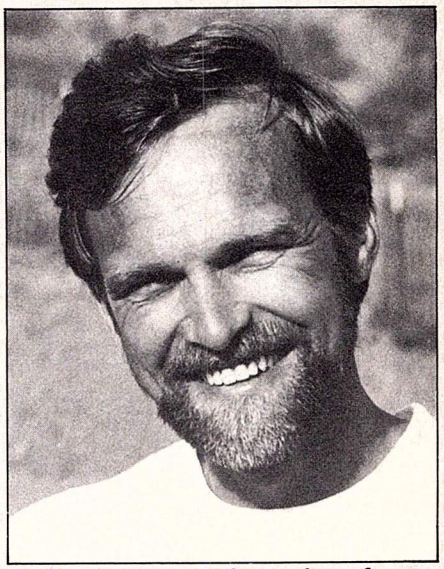
By Steve Ballmer

☐ Only at the California Four-Stroke Championships could one find the oddest mixture of racing talent in America. When the four-bangers came out to the White Brothers-sponsored Saddleback Park California Championship, it was like a who's who and who was who of motocross. Hotshot racers like Ricky Johnson, Eric McKenna and Ron Turner had to face former National Champions Gary Jones and Pierre Karsmakers, while wily veterans like Feets Minert (former factory BSA rider), Tom and Dan White (Grand National Dirt Trackers), Jody Weisel, Steve Hurd and a host of fresh-faced local Pros tried their hand at the valve-and-cam set.

The California Four-Stroke Championships are designed as a tuneup race for the National Four-Stroke Championships. In four-stroke racing you need five months between the tuneup and the Championship to rebuild, revalve, and regrind.

Four-stroke racing in California is serious business, and it is a business where mini factories like the White Brothers, BP Racing, Franks, HPF and Pro-Tec get to show their dominance over the Japanese factories. Factory efforts are fielded at the Four-Stroke Nationals every winter, but the title always goes home in the hands of a mini factory, although the champions are quite often borrowed from the factory roster. Mike Bell, Pierre Karsmakers, Goat Breker,

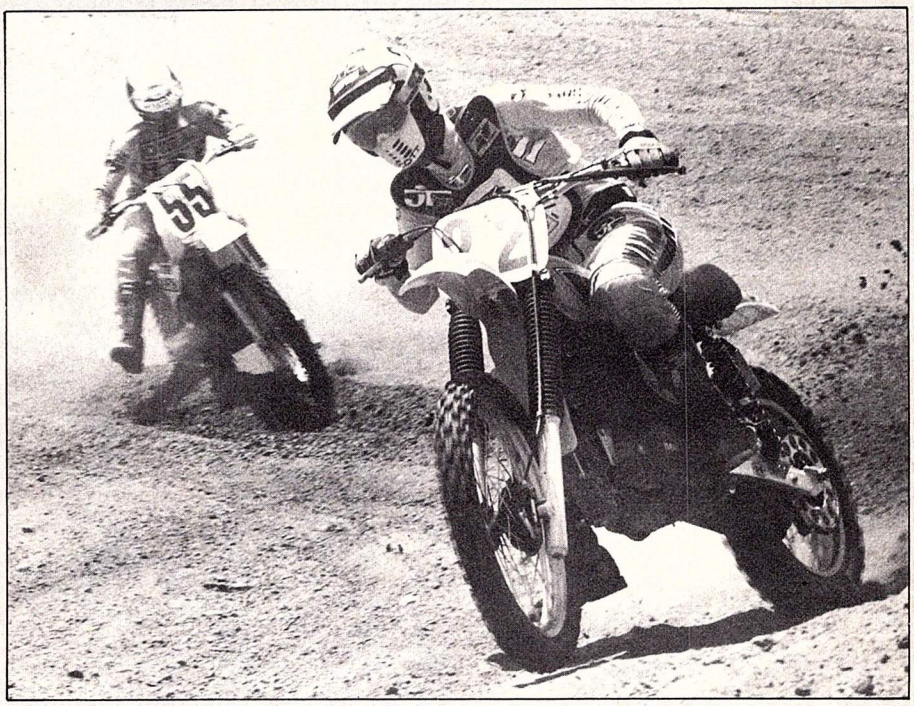
Tight racing action highlights the four-banger Championships. Gary Jones (J1) leads Ron Turner (55) and Eric McKenna (3) through a fast, flat sweeper.



Hello, Pierre! Pierre Karsmakers, former National Champion of Holland and America, came back for the fruit and nuts Championship. Pepe finished fourth.

Vince McMahon rode the Rich Thorwaldson-designed Thor-Stroke. Vince battled the thumper in hand-to-hand combat, but never really came to grips with it.

Former National Champion and current 500cc National Four-Stroke Champ Eric McKenna gave Ricky Johnson all he could handle in the California thumper Championships.



A powerful four-stroke doesn't need a berm . . . it makes its own. Ricky Johnson demonstrates for Ron Turner.

Gunnar Lindstrom, Rex Staten and others have all taken a shot at the four-banger title. It is a gem as elusive as anything that depends on the reliability of a trail bike turned Grand Prix racer. Championships that could have been won by such riders as Billy Grossi, Jeff Jennings, Marty Moates, Tommy Croft and Marty Smith have all gone up in the acrid white smoke of a blown motor.

CALIFORNIA CHAMPIONSHIP

Young Ricky Johnson was the odds-on favorite to cop the Golden State Four-Stroke crown in his first effort. Ricky came fresh off a strong second in the 250 National Championships, and had signed up with Pro-Tec to race their special 600cc Yamaha-motored four-stroke. Pro-Tec also brought in former Dutch and American National Champion Pierre Karsmakers to do some hard riding for them. Current Four-Stroke Champions Eric McKenna (Unlimited Champ) and Ron Turner (500cc Champion) lined up on the gate with White Brothers-sponsored Gary Jones and Billy Keefe. Jones and Keefe are veterans of the Four-Stroke wars, having finished in the top three twice in the last two years. Other serious threats, mounted on Saddleback Park owner Marv Hendricks'

(*continued on page 81*)

MONO MAGIC

DUTCH BUMP KILLER

How good are White Power monoshocks

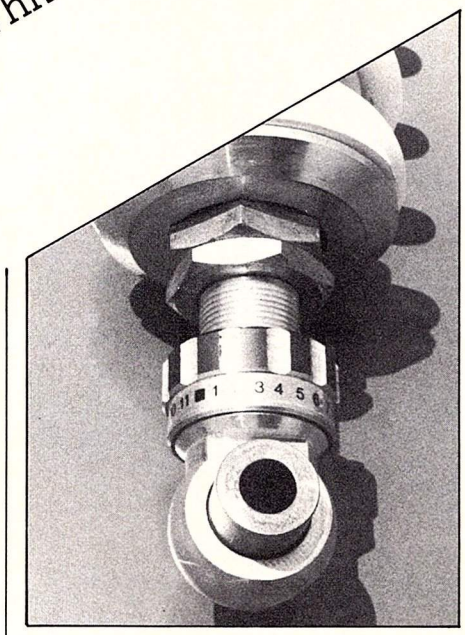
By Jody Weisel

☐ The 1982 Yamaha Monoshocks are good shocks, the best Yamaha could devise for the hard-pressed *link 5* suspension system. Yet the YZs are at best mediocre in the rear suspension area. Fix-its, linkage changes, revalving and heavier spring rates can't overcome a system that lives in the shadow of the Full Floater by Suzuki. It is easy to give up, live with what you have, and wait until next year with your fingers crossed. Easy, but stupid. Your bike is hard-earned cash on rubber; each race is a test of human worth, and the lost trophies, money and mental peace aren't worth waiting to give the engineers another shot at success.

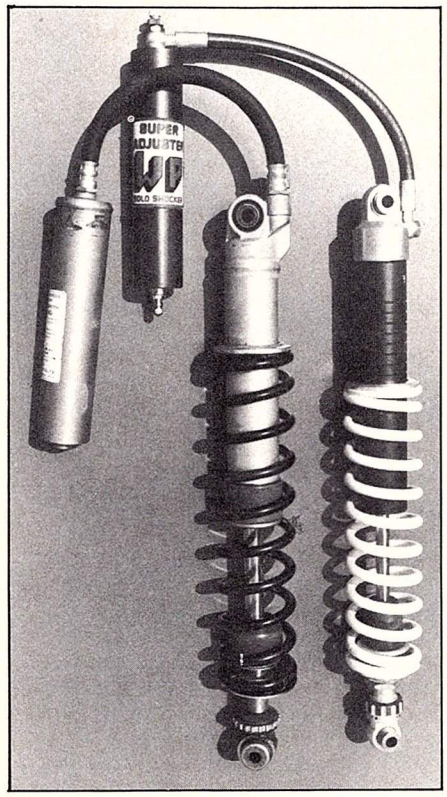
WHITE POWER FROM WHERE?

White Power shocks have made giant strides in the past year. With the help of White Brothers Cycle Specialties and WP Racing, they are becoming *the* shock in America, ousting a low-profile Ohlins that seems to suffer from a Swedish-oriented parts shortage and communication breakdown. The last time *MXA* tested a White Power shock, we criticized three technical items on the shocks. First, nitrogen pressure was not adjustable (the shock had to be sent back to the distributor). This has been changed with the addition of a standard Schrader valve. Second, we felt the internal damping was incorrect for American tracks. White Brothers offers one free revalve with every shock purchased from them. This service is like having a factory wrench at your disposal to dial in the shock for you. Finally, we lamented the lack of any type of external adjuster or knob which would enable a quick rebound or compression adjustment for specific situations. White Power of Holland solved this complaint with the new White Power Super Adjuster. The Super Adjuster has variable compression and rebound damping.

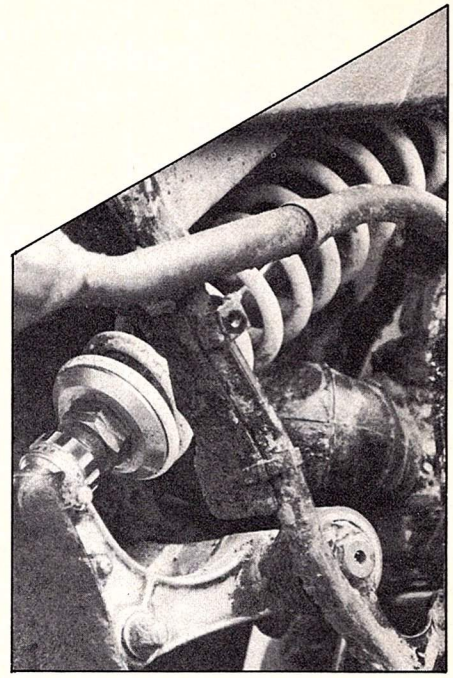
In one short year since we raked the White Power over the coals (although we loved it once we got it dialed, and still use it on our Floater), most of our earlier complaints have been wiped out. Admirable and advanced.



Compression is adjusted on the reservoir, while rebound damping is controlled by an 11-position clicker.



The White Power Super Adjuster is the best shock we have found for the Yamaha monos. It is a shade longer, which helps tuneability, and its overall feel is one of plushiness.



White Brothers offers a 60-day guarantee that you will be happy. If you aren't, they will revalve the shock until you are.

YAMAHA MONOSHOCK BY WHITE POWER

A rider can live with the stock Suzuki RM shock for a full season without being forced to fiddle, fuss or use foul language. A Honda Pro-Link shock works adequately, but no better, for one to several months before it requires rebuilding or ash-canning, but it is raceable. Kawasaki has a good shock with poorly registered damping and spring rates, but quick fixes exist. It is the Yamaha that needs immediate remedial mono-surgery.

We bolted a White Power Super Adjuster from White Brothers onto our YZ125J, and went from distress to MX nirvana instantly. Running 10¾ inches of preload on a White Power #2 spring, three clicks out on the 11-way adjustable rebound damper, and stock compression damping, the YZ straightened out. The White Power shines in responsiveness over medium-sized whoops and suppleness through the little stuff.

At $425, the White Power is no bargain unless you want to win races. It bolts on with no hassles, comes with all the necessary hardware, a revalve guarantee, and the total support of the White Brothers.

As a side note, White Power shocks, built in Holland, are dominating Grand Prix motocross with a two-to-one advantage over their competitors on the tracks of Europe.

Motocross Action can heartily recommend the White Power Super Adjuster. It works better than stock on every bike we have tried it on, and it does marvelous things for Honda CRs and Yamaha YZs. And you thought the era of accessory shocks was dead.

For more info contact White Brothers Cycle Specialties, 11750 Seaboard Circle, Stanton, California 90680; 714-895-1991 or WP Racing. ☐

MOTOCROSS ACTION
ADVERTISING INDEX

Address Change 73
American Honda 4, 5, 37, 38, 39
Answer 45, 47
Bel-Ray 10
Boyesen Engineering 14
Ceet Racing 77
Chaparral 17
Circle 75
Cosmopolitan 75
Crash & Burn 73
DG Performance 58, 59
Dirt Bike Calendar 73
Dirt Wheels 16
Hannah Racing Products 34, 35
Hi-Flite 64
Hi-Point 52
Hi-Q Products 23
ID Bureau 76
JT Racing 26, 27, 28, 29, 31
Krause Racing 81
Kustom Kraft 13
L.C.S. Racing 75
M. Robert 15
Maico (Crossline) 81
Maxima 75
MOTOcross Subscription 78, 79, 80
Moto-X Fox 2, 3, 83
Motocross 1-2-5 16
Motocross Action Back Issues 21
Motocross Action Subscription 54, 55
Motocross Engineers 75
Muscle Vitamin 74
Nissan (Datsun) Motors 84
O'Neal 73
Oakley 65
Pro Racing 48, 49, 51
Roost Factory 68
Schelgor 20
Scott's Scooter Service 16
Scott USA 6
Sinisalo Sports 8
Smith Goggles 33
Stadium Motorsports 69
Tuf Racing 13
U.S. Suzuki 56, 57
Zeronine Manufacturing 75

Crash & Burn
AUGUST 1982
$2.50
BY THE EDITORS OF DIRT BIKE
OVER 150 HILARIOUS
Let HURTS but you in the driver's seat.
This is what always happens when Bob "Hurricane" Hannah blows by me.
SPECIAL ATV SECTION
Come on and let's get physical.
Is this what they mean by explosive power?
Man, this is really a drag!

NOBODY WANTS TO CRASH & BURN

But sooner or later, everybody does. That's why it feels so good to laugh . . . especially at the other guy.

Thus, the editors of *DIRT BIKE* have *again* teamed the most outrageous dirt photographs with their own irrepressible *DIRT BIKE* humor to produce the all-new August issue of ***CRASH & BURN.*** If you've ever been down, you know how it feels. Here, at last, is your chance to feel to good and ***LAUGH AT THE OTHER GUY!***

Use the handy coupon to order your copy direct, or wait until it hits the newsstands on Mav 27th. Either way, the next time you're down , you'll be up that much sooner with your own copy of ***CRASH & BURN.***

I CAN'T WAIT! Please rush _____ copies of the all-new August issue of ***CRASH & BURN*** to me immediately!

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Make check or money order payable to
CRASH & BURN/August 1982
Box 317 • Encino • California • 91316

Please enclose $2.50 plus 75 cents postage and handling for each copy ordered. Canada add $1.50 and all other foreign add $2.50 postage and handling for each copy ordered. All items will be shipped by surface mail. U.S. funds, please.

MXA 11-2

ALL-NEW 1983 *DIRT BIKE CALENDAR.*

Featuring: Full-color action shots of U.S. stars—Lackey, LaPorte, Hansen, Hannah, Barnett, O'Mara, Guerra & more. Order yours today!

Please send me _____ copies of the 1983 *Dirt Bike Calendar* right away!

Name _____

Address _____

City _____

State/Zip _____

Make check or money order payable to:
1983 DIRT BIKE CALENDAR
Box 317 • Encino • CA • 91316

Please enclose $2.50 plus 75 cents postage and handling for each copy ordered. Canada add $1.50 and all other foreign add $2.50 postage and handling for each copy ordered. All items will be shipped by surface mail. U.S. funds, please. X 11-2

MOVING?

Use this form to notify us at least six weeks before you move.

Please attach, in this space, the label from a recent issue to insure proper address corrections.

Mail to: **MOTOCROSS ACTION MAGAZINE**
Subscription Dept.
P.O. Box 317, Encino, CA 91316

NEW ADDRESS:

Name_____

Address_____

City_____

State_____Zip_____

YOU CAN'T BUY A BETTER CATALOG!!
FREE!

FREE!

HERE'S WHAT YOU'VE BEEN WAITING FOR! A FULL-COLOR CATALOG OF ALL THE HOTTEST RACING PRODUCTS AND PROTECTIVE GEAR ON THE TRACK TODAY. ULTRA-LITE PANTS, BOOTS, GLOVES & JERSEYS. PLUS HANDLEBARS, SILENCERS, JACKETS, T-SHIRTS, STICKERS, AND MORE!!

O'NEAL USA, 9555 OWENSMOUTH, CHATSWORTH, CA 91311; (213) 998-1049.

SEND $1.00 FOR POSTAGE & HANDLING

NAME _____

ADDRESS _____

CITY _____

STATE_____**ZIP**_____

SHOWCASE

MOTOCROSS ACTION

One of the **LARGEST INVENTORIES** of MX goodies in the United States. We have it all! JT, DG, Fox, Esprit, Bell, Metzeler, Scott, Simpson, O'Neal and more. Don't be fooled by the fly-by-night mail order rip-off shops operating out of their basements or tool sheds. We will meet or beat any advertised price and you will have the goodies in two days. P.S. — We don't have a catalog, so use this magazine for your free catalog. *TORQUE CENTER U.S.A.*, (414) 786-4420.

KRAUSE RACING—wants talented, enthusiastic sales people. Prime territories throughout America. Big pay/small effort/top products. Call (312) 344-2233 and ask for *JAN BERGSTROM.*

SACHS 125cc ENGINE PARTS for Penton • Sachs • DKW • Monark. Please write to: *SUBURBAN,* 3319 Simpson Street, Evanston, Illinois 60201.

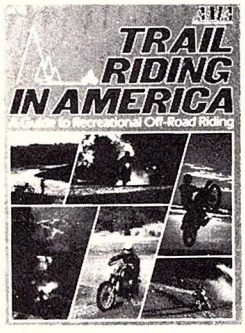
TIRES, CHAINS, BATTERIES—Discount prices on Cheng Shin, Dunlop, IRC and others. Call for prices, discounts on other items also. UPS Daily/$300.00 or more freight prepaid. *N&D DISTRIBUTING* (805) 497-9626.

RACER SUPPORT '83—Krause Racing is expanding its program of racer assistance for the 1983 season. Call or write for details: *KRAUSE RACING,* 305 E. North Ave., Northlake. Illinois 60164; (312) 344-2233.

RACERS—Super low prices on JT, O'Neal, DG, HRP, etc. HRP FLAK JAK—$64.95. THE NEW AXO BOOT in all colors —$143.95. Send for free catalog. UPS DAILY. *COMPETITION CYCLE SPORTS, INC.,* 20 Route 10, East Hanover, New Jersey 07936 (201) 428-1735.

YAMAHA YZ125, 1981 water-cooled, new motor, $875. Call *STEVE SCHMITZ,* (213) 344-0908.

The book for dirt riders!



Available now at your Honda, Kawasaki, Suzuki or Yamaha dealer.

TOP QUALITY MOTOCROSS BOOTS

REG. 119.95
NOW ONLY
79.95

- TOP QUALITY LEATHER CONSTRUCTION
- STEEL TOE
- REINFORCED HEEL & ANKLE
- SIMPLE BUCKLE SYSTEM
- HEAVY PADDING
- VIBRAM SOLE
- ALL SIZES IN STOCK FROM 6 1/2 TO 13

Don't miss this great sale.

PERSONAL CHECKS — PHONE ORDERS WELCOME

Berts Motorcycles
MOTORCYCLE MALL
900 W. Foothill
Azusa, Ca. 91702
213 334-1288

MONEY ORDERS — MAIL ORDERS ACCEPTED

STICKERS! STICKERS! STICKERS! STICKERS! OVER 1500!!

- Brand Names!
- Accessories
- Moto-X
- Novelty

For Color catalog send $4 to:

RACE READY, INC.
222 W. Bay Dr.,
Largo, FL 33540

$4 refundable with first order.

CUSTOM MOTOCROSS PANTS

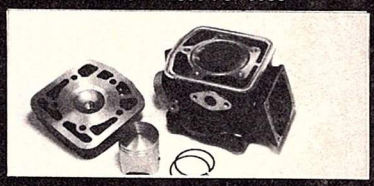
- Handmade to Fit Your Dimensions
- 100% Cordura Nylon Construction
- Vented Lining and Stretch Side Panel
- Full Hip and Knee Protection
- All Teams and Color Combinations
- Standard Leg or Over-boot Style

Team Style Pants (28-38)—$85.00
Team Mini Pants (20-27)—$65.00
MP Boot Covers (Over-boots)—$12.00

Also Custom Jerseys, Gear Bags and More
Visa • MasterCard

For catalog send $1 to:
MILLER PRODUCTS
N.2702 Argonne Road
Spokane, WA 99206
(509)924-5048

NOW AMA-LEGAL CYLINDER SLEEVE DOWN KITS
REDUCES DISPLACEMENT FROM 125cc TO 100cc



Debore sleeve kits for Yamaha, Honda, Kawasaki and Suzuki motorcycles. Includes installing sleeve in your cylinder, match head, bore, hone, piston rings, pin and circlips. All for only . . . .$175 to $195.

Also Debore Expansion Chambers.

KUSTOM KRAFT PERFORMANCE
(312) 697-4343 • 886 Bluff City Blvd.
Elgin • Illinois 60120 • 1982 Catalog—$3

4-STROKE PRO-LINK 3.7 GAL.

Visa MasterCard

HUSKY PLASTIC

Stock shape and mounts 2.3 and 3.3 gallon models

$56.50 + Postage

CLARKE MFG., CO.
29032 S. Salo Rd.
Mulino, OR 97042
(503) 829-2156

250-490 YZ 4 GAL.
ATC90-110 2 GAL.
125-200 2.7 GAL.
2.7 GAL. KDX-175

COUNT DOWN THE ENDURO EXPERTS

ALUMINUM SPARK ARRESTERS

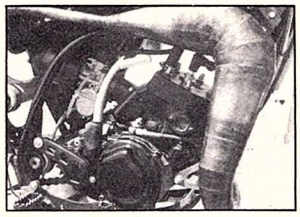
$64.95 plus $3 shipping.

Super high flow, lightweight, & quiet.
No screens or disks to plug.
Muffler is repackable via snapring.
No rivets or stripped screws.
A bolt-on fit for all MX or Enduro bikes.

DB Enduro Rider's Handbook $3.00
Color catalog and decal . . Refundable $4.00
"I Come On Time" T-shirt (S,M,L,XL): $6.95

COUNTDOWN
22102 Covello St. Ste.D, Canoga Park, CA 91303
(213) 348-8381

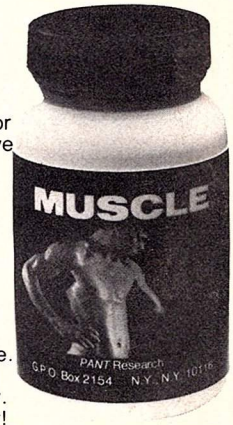
AA Products
CRF DYNOFLOW
YZ125 ENGINE KITS



Rocket Pipe, $119.00; 8-petal reed w/spacer, $75.00; Power Reed Spacer, $16.00; Boyesen Reeds, $26.00; 36- or 38mm Mikuni, $99.00; 36- or 38mm Hi-Velocity Lectron, $149.00; Power Tunnel!(boost bottle), $36.95; Uni-Filter, $12.95; Hi-Flow airbox—$75.00 Answer Aluminum Silencer. $46.00: Dynoflow cylinder porting and head mods, $130.00 A 5% discount on porting, pipe, reed, carb and filter! Catalog: $3.00. **CRF, P.O. Box 2084, Goleta, CA 93118. C.O.D. ORDERS: (805)683-1426.**

YOUR BODY RIDES BETTER WITH MUSCLE™

Works better.
Plays better.



With **MUSCLE** the ideal supplement for today's physically active male.
MUSCLE helps you maintain your skin and muscle tone while helping you keep trim.
It builds health and endurance, gives you energy, reduces muscle fatigue.
All for only $12.95 for a one month supply.
Mail the coupon Today!

Please rush me my 30 day supply of **MUSCLE** *for only $12.95.*

___1 Bottle $12.95 (add 75¢ postage & handling)
___2 Bottles $23.95 (add $1.00 postage & handling)
___3 Bottles $34.95 (add $1.25 postage & handling)

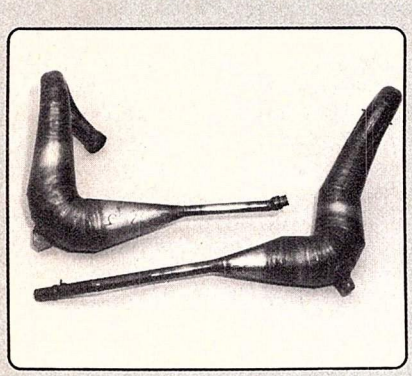
Check or Money order for $_____
___MC ___VISA
Card No._____ Exp. Date_____
Name_____
Address_____
City & State_____ Zip_____

PANT Research G.P.O. Box 2154 NY, NY 10116
Personal checks held 3 weeks. Orders outside USA add $3.00 M

MUSCLE...
...ALL FOR MUSCLE TONE AND SKIN CONDITIONING.

L.C.S. COBRA POWER PIPE

Now available for 60-80 & 125cc RM, KX, YZ & CRs.

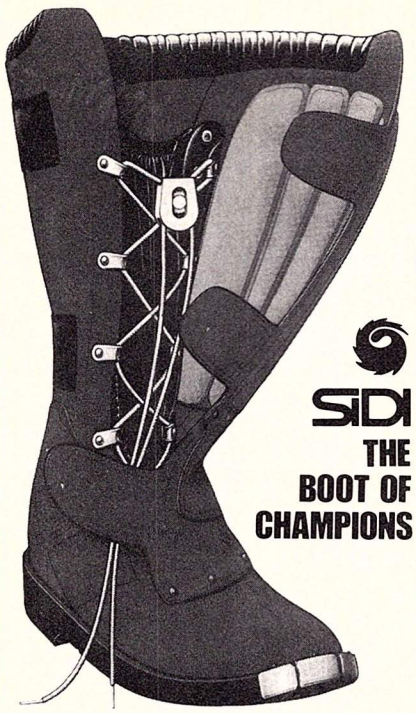


Send $3.50 for your 1982 catalog to: L.C.S. RACING, 4153 Salem, Garland, Texas 75043; 214-278-8541.

Catalog price refunded on first order.

We are the powerhouse of the South!

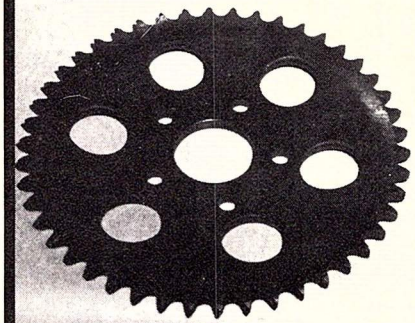
L.C.S. *The hidden force behind more holeshots in Texas than any other company.*



SIDI
THE BOOT OF CHAMPIONS

Premium leather construction, triple sewn and riveted. Vulcanized urethane shin guards, padded ankles, steel shank, and plastic reinforcing plates. Inner speed lace and outer velcro fasteners. Motocross, trial, or enduro sole in black or red.
IMPORTER: Cosmopolitan Motors Inc.
Hatboro, PA 19040 (215) 672-9100

BLACK CARBON STEEL SUPER SPROCKETS



NEW from Circle
for Harley, Honda, Yamaha, Kawasaki, Suzuki, Triumph, and most other makes.
Prices start at $23.95.
Send $2 for 1981 catalog.

CIRCLE INDUSTRIES
17901 Arenth Ave. • Industry • California • 91748 • (213)965-1622

82 zeronine® MX CATALOGUE IS HERE

Send $3.00 for catalog and stickers to:
ZERONINE MFG. CO.
2105 Stonington
Hoffman Estates, IL
60195; 1-(312) 885-8911

Name _____
Address _____
City _____
State/Zip _____

TRELLEBORG

imported by:
MOTO RACE
P.O. BOX 861. WILBRAHAM. MA. 01095

motocross TRACTION for all your riding ACTION.

S,M,L,XL

$5.95 EA.

MAXIMA

DEGUMMED RACING CASTOR OIL

MAXIMA

Maxima Performance Products
1401 Pioneer Way #14 • El Cajon, CA 92020
(714) 442-9723
Send $1.00 For Brochure

MIKE BELL

(*continued from page 30*)

some lawn chairs were blocking the entrance to his pits. I saw there wasn't anyone in his pits so I moved the chairs for him. He just stayed real calm. Some guys would pull into the pits, dead-tired, and just crash through the chairs, in a hurry to get their helmet off. He was real calm and relaxed, in no hurry.

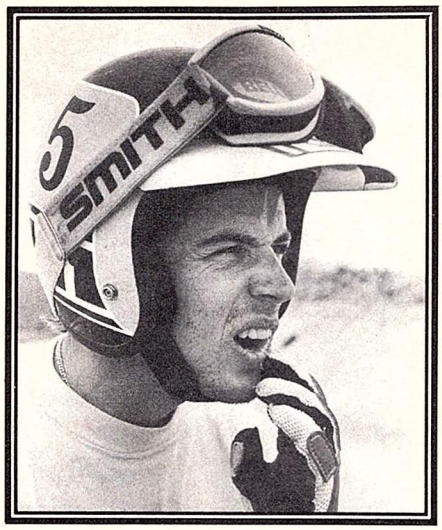
MXA: — *What about Magoo?*

Mike: — He's still crazy. I think he rides a 500 well. He's so aggressive—he goes for it. It's hard to beat a guy like that. He seems to have a lot of desire; he wants to win really bad, and he'll do anything to win. After Buchanan I had tire marks all over me from running into Magoo and really going at it. But he just hangs on. He's got to be strong just to survive the stuff he does.

MXA: — *What about Darrell Shultz?*

Mike: — We really haven't raced that much. When he was hot I was cold. When he was out front I was having my troubles. At Colorado we got into it a little bit. He's still a bit crazy. He's had it easy this last half of the series. He didn't even have to really try. He was able to get good starts and just fade back. Stay on the same lap as the leaders and he's guaranteed to finish in the top ten.

MXA: — *Getting back to riding the magic bubble that keeps a rider at the top. Have you given any thought to someday losing whatever it is that keeps a rider there?*



It takes more than just having the talent to win these days. Everything has to click and you've got to be ready when it does. Mike Bell ponders same.

Mike: — If I didn't feel competitive and didn't think I could win, I'd want to quit. If I couldn't win or be out front I wouldn't want to be out there. I don't see myself riding around just to get a salary. I think that's a sad thing about motocross. You get paid for what you've done, not what you're going to do, or what you're doing at the time. Every athlete peaks out; you just can't keep getting better and better and better. There comes a time when you start to decline. Everyone has to go out sometime. The way I'd want to go would be to become number one and then just quit.

MXA: — *That would be hard because, as you said, you get paid for what you did the year before.*

Mike: — Yes, but what can you do? You can't say no to the money you're bound to be offered if you won. You always want to win just one more time.

Roger DeCoster probably did it best. He was having so many problems his final year. But then he went out and won both motos of his last GP! I think everyone would love to do that. That would be the ultimate. I know that would be hard to do . . . *real* hard to do!

MXA: — *What do you want the other riders to think when Mike Bell shows up for a race?*

Mike: — That I'm one of the riders to beat. I think if I pulled up to the line and everyone went, "I don't have to worry about Bell," as they went through a list of riders they had to beat, I'd probably quit. I don't know if other riders make a mental list like that, but I do. I go down the numbers and go, *Yeah, he's going to be tough.* I want to be on their list. The whole thing is, as long as I think I'm going to be tough, that's all I need to know. How am I going to know what they are thinking? Maybe some guy is out there saying, "I can beat every one of these guys, no problem." But *I'm* thinking he's going to have trouble with me. As long as I'm on that list of riders who have a shot at winning, I'll keep on racing. □

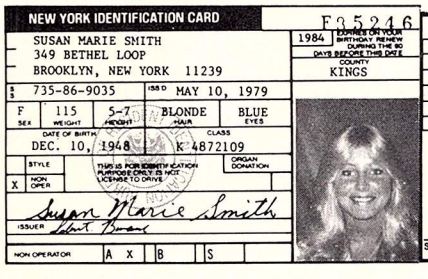
Identification Bureau™

929 UNIVERSITY AVE. BERKELEY, CA. 94710

GET THE BEST I.D. CARD

Now you can have your state I.D. almost overnight! No waiting three weeks to 9 months for delivery! Your I.D. card will be processed by the same method most states use for their driver's licenses. Your actual I.D. will be produced in full color and will be wallet-sized. Your I.D. card will have the official seal of The Identification Bureau.

STYLE A THIS STYLE NOT AVAILABLE IN COLORADO



STYLE H3 THIS STYLE NOT AVAILABLE IN KANSAS

IMPORTANT: FOR BEST RESULTS SEND US A PASSPORT OR YEARBOOK PHOTO. THE PHOTO SIZE SHOULD BE NO SMALLER THAN 1½"x1½" AND NO LARGER THAN 2½"x2½". THE CLEARER THE PHOTO THE BETTER YOUR IDENTIFICATION CARD WILL LOOK!!

Send one photo per I.D. Write the name on the back of the photo. Color pictures are preferred, but black and white pictures are okay.

WE RESERVE THE RIGHT TO REFUSE SERVICE TO ANYONE

WE RESPECT THE LAW OF ALL STATES AND OUR CARDS ARE ISSUED IN CONFORMANCE WITH CALIFORNIA LAW © 1980 IDENTIFICATION BUREAU™

TO ORDER YOUR FULL COLOR IDENTIFICATION CARD FILL OUT ORDER FORM BELOW.

CIRCLE DESIRED STYLE A, H3

THE FOLLOWING INFORMATION WILL APPEAR ON YOUR CARD. PLEASE PRINT CAREFULLY!

Name _____

Address _____

City _____ State _____ Zip _____

Sex _____ Height _____ Weight _____

Hair _____ Eyes _____ Date of Birth _____

Social Security Number _____

I CERTIFY THE ABOVE INFORMATION IS CORRECT

(Sign Inside Box. Do Not Touch Box With Signature.)

I.D. cards are $13.00 each and $10.00 for each additional I.D. ordered at the same time **Cash or money order only.** ORDERS PAID BY PERSONAL CHECK ARE MAILED 30 DAYS AFTER RECEIPT OF APPLICATION

Dear I.D. Bureau: Please send my I.D. within 12 hours of receiving this information. Enclosed is $ _____ for _____ I.D. cards.

SEND I.D. TO:

Name _____

Address _____

City _____ State _____ Zip _____

Please send _____ more order forms.

How to win battles without a scratch.

Racing motocross is tough on your body and your bike. At Ceet Racing Products, we sell the only "coverage" available for both of you.

The Gas Tank Covers we created ($19.95) fit so tight and match a bike's colors so perfectly, they're hard to see in a photograph. Our Replacement Seat Covers ($18.95) are stronger than stock, fit better and last longer.

The Ceet Racing Products Safety Seat ($31.95), a tongue-shaped seat foam extension and new seat cover, lets you get up on the tank for better control in the corners and protects you from the gas tank when you land wrong. Our Complete Seat concept – a single, large piece of high density foam with a built-in extension ($39.95), turned out to be such a good idea that some production bikes now have them – and other motocrossers will come with one next year.

But you don't have to wait. You can buy color matched tank covers or any of our seat kits (available in black, red or blue for all popular motocrossers) right now from your dealer, or through us directly. With Ceet Racing Products, you can quit bruising your body and scratching your bike.

Name _____

Address _____

City _____

State _____ Zip _____

Bike Model/Year _____

Check Appropriate Boxes:

☐ Tank Cover

☐ Complete Seat

☐ Seat Cover ☐ Safety Seat

Color: ☐ black ☐ blue ☐ red

CEET

Racing Products USA

102 Copperwood Way
Oceanside, CA 92054
(714) 439-3300

We pay freight costs on all pre-paid orders. We also accept phone-in COD orders. CA residents add 6% sales tax

MOTO CROSS

CARLSBAD '82 MAGOO WHO?

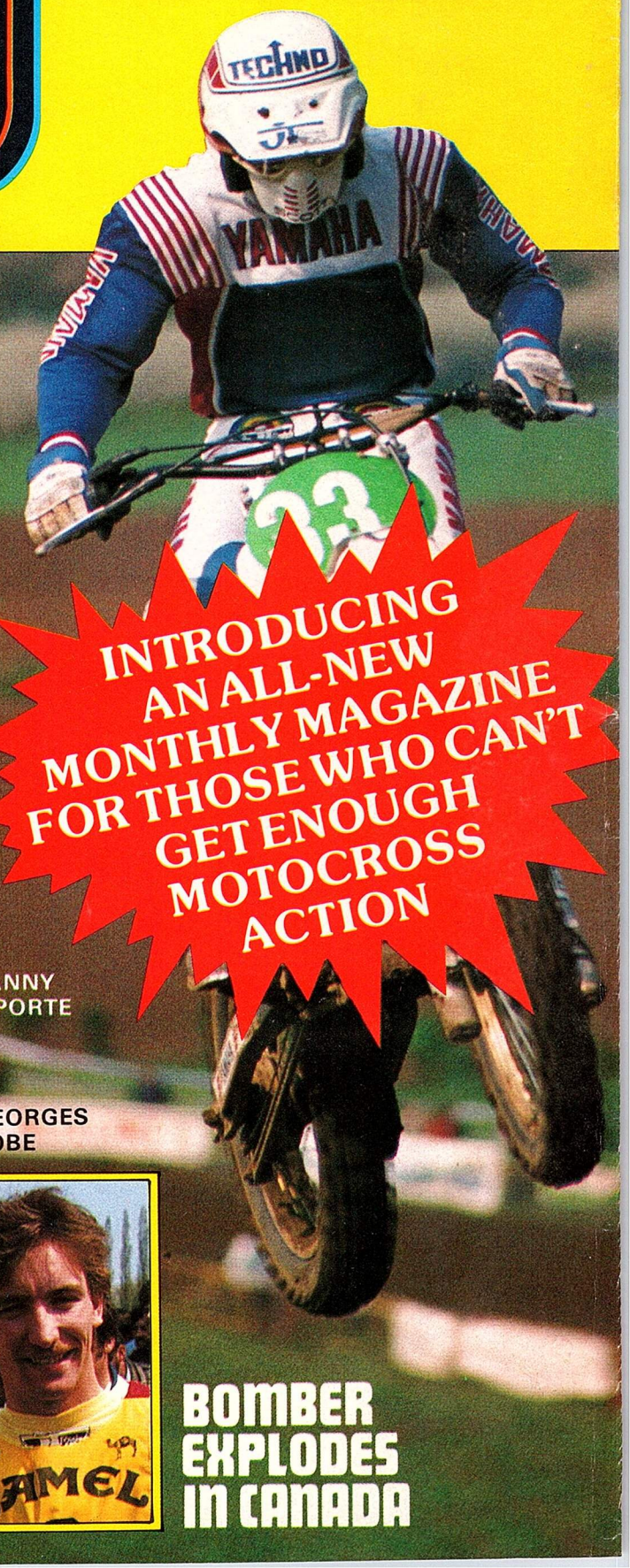
SWISS 125: O'MARA SWEEPS

OCTOBER 1982 • $1.75 UK95P WPS 36632

U.S. vs. THEM
AMERICANS FINALLY GET RESPECT

EXCLUSIVE: ALL NEW '83 MAICO

NEIL HUDSON INTERVIEW: ALL TALK?



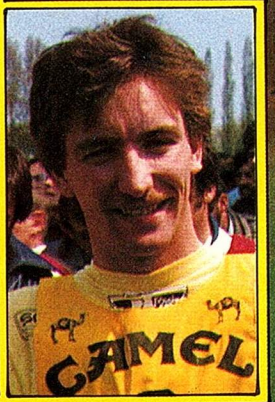
INTRODUCING AN ALL-NEW MONTHLY MAGAZINE FOR THOSE WHO CAN'T GET ENOUGH MOTOCROSS ACTION

BRAD LACKEY

DANNY LaPORTE

ANDRE MALHERBE

GEORGES JOBE

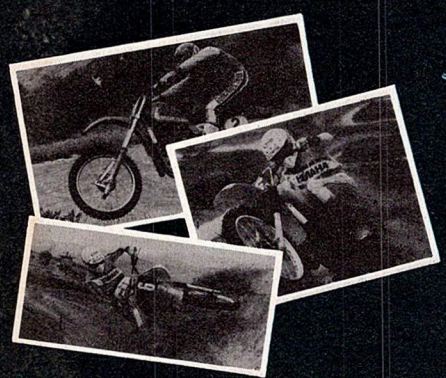


KAWASAKI UNLEASHES GOAT IN NEW YORK

BOMBER EXPLODES IN CANADA

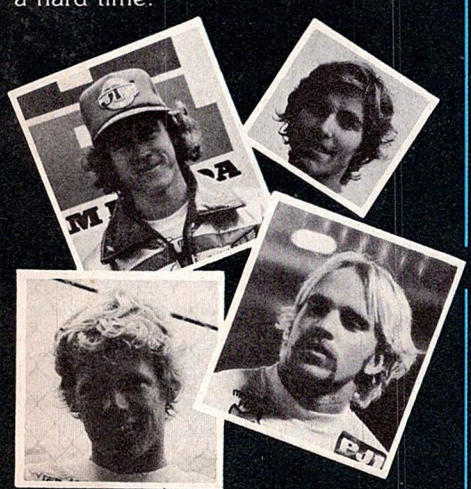
MORE TESTS · MORE INTERVIEWS
MORE RACE COVERAGE · MORE MX EXPERTISE

MORE MOTOCROSS!!



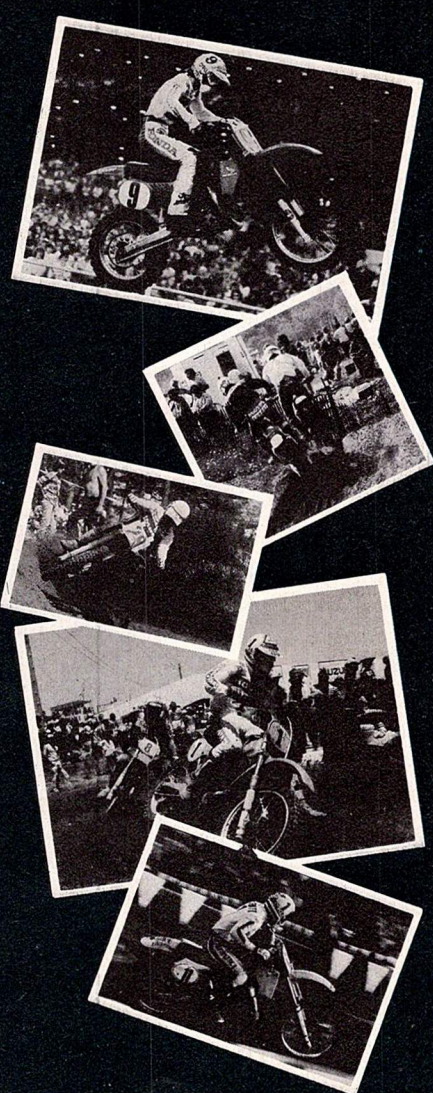
BIKE TESTS

Up-to-the-minute, in-depth, no-holds-barred, honest and insightful evaluations of the world's best racing machines. *MOTOcross* tests bikes to find out the hard facts before you spend hard cash, learn the hard way, or have a hard time.



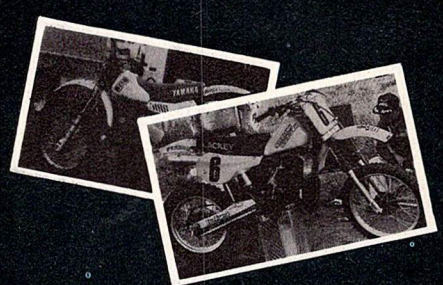
INTERVIEWS

Find out what makes the shoes into stars. Learn their racing secrets. Discover what they are really like. Spend the evening with Barnett, O'Mara, LaPorte or Malherbe without having to get dressed up. Sit down with a copy of *MOTOcross!*



RACE COVERAGE

There are 36 Grands Prix every season, 24 AMA Nationals, 15 Supercrosses, 5 Trans USA, an unlimited number of special events. No one person can attend them all, but a subscription to *MOTOcross* is the closest you'll ever come to a magic carpet and a golden pit pass.



MX EXPERTISE

Modern motocross machines are complex, intricate and well-designed. Getting the most out of your machine often means how to set it up right. *MOTOcross* Magazine gets all the hot tips from men in the know, and best of all, there are no super secrets . . . everything is out front and understandable.

MOTOCROSS

The best sport in the world deserves more than one magazine, more than one issue a month, more than it currently gets. *MOTOcross* Magazine is people-oriented, photo-full and info-packed. To miss an issue of *MOTOcross* would be criminal for a diehard MXer. Don't miss any of the action. Subscribe!

MOTO CROSS

HOW TO GET *MOTOcross!*

Just turn the page to find out how you can get a year's worth of *MOTOcross* Magazine at a special introductory rate. *MOTOcross* is the magazine for the man who needs more to read than the MX world has to offer.

TELL ME MORE . . .

MOTO CROSS

COMING TO YOUR NEWSSTAND ON THE TWENTIETH OF EVERY MONTH OR . . . COMING RIGHT TO YOUR MAILBOX! Here's how:

ONLY $8.95

SPECIAL INTRODUCTORY RATE!

For a mere $8.95 you can have more *MOTOcross* personally delivered to your mailbox every month for a year!

SAVE OVER $12.00

THE GOOD NEWS!

You *could* end up paying $21.00 a year for this magazine at the newsstand—but right now you can get a full year (12 issues) of *MOTOcross* for JUST $8.95! Save over twelve bucks off the regular newsstand price and get it ten days before it's available at the 7-Eleven!

I CAN'T WAIT ANY MORE! I WANT TO SUBSCRIBE TO THE ALL-NEW *MOTOcross* MAGAZINE!

☐ One-Year Subscription (Save over $12!)
☐ Two-Year Subscription (Save $25.00!)

☐ Enclosed is my check/money order for
☐ $8.95* One-Year Subscription ☐ $17.00* Two-Year Subscription

☐ Please charge to my VISA Card Number _____

☐ Please charge to my MasterCard Number _____

Expiration Date _____

Signature _____

Name _____

Address _____

City/State/Zip _____

*Canadian subscribers add $4 for one-year subscription and $8 for two-year subscription additional postage and handling.
*Foreign subscribers add $5 for one-year subscription and $10 for two-year subscription additional postage and handling.
*All foreign and Canadian use International Money Orders in U.S. funds only, please. Thank you!

MXA 11-2

FOUR-STROKE NATIONALS

(*continued from page 71*)

personal four-strokes, were Mickey Dymond and Vince McMahon.

MOTO ONE

Ricky Johnson took command on his Pro-Tec Yamaha on the first lap, with Eric McKenna hot on his case. These two riders gradually pulled away from the pack, and Ricky finally opened up the big TT500 mill to take the flag convincingly.

The battle for third was exciting, as Pierre Karsmakers, Ron Turner, Bill Keefe and Gary Jones squabbled over the position. Turner passed Karsmakers on the fourth lap, and Billy Keefe on the White Brothers-powered Floater came rocketing out of the back of the pack, passing McMahon, Jones and Karsmakers in two laps. Keefe quickly reeled in Turner's Honda, only to miss a shift, float a valve and emit a telltale puff of smoke. Keefe struggled on with a sick engine, and held Karsmakers at bay until the last lap when the XR500 motor coughed and died a terminal death. The top five finishers were Ricky Johnson, Eric McKenna, Ron Turner, Pierre Karsmakers and Vince McMahon.

SECOND MOTO

Eric McKenna's BP Racing Pro Shock Yamaha wouldn't start on the line. The former AMA National Amateur Champion and current Unlimited Class National Four-Stroke Champion held his breath as the Yamaha bump-started just in time for him to get behind the gate. Gary Jones pulled the holeshot into the first turn, but McKenna, his adrenaline up from almost missing the start, cut underneath and took command. As McKenna opened up a quick lead, Johnson was stuck in traffic. It took Ricky half the moto to cut through Jones, Karsmakers and Ron Turner and set his sights on Eric. They dueled back and forth at high speed until Johnson uncorked a tape-measure leap over a wide-open fifth-gear jump to power by for the lead and the victory.

ON TO THE NATIONALS

Only in California could you collect enough big-bucks four-strokes to hold the National championships, not to mention the necessary technical help required to keep them together. As the Four-Stroke National Championships in December approach, the racing community's resolve is set. Ricky Johnson is the man to beat, and Yamaha, with the help of Pro-Tec, holds the upper hand. But don't worry. White Brothers, Mugen, Franks, HPF and BP Racing will be back with faster bikes and bigger names. Will the factory teams show up? No one knows, but it is unlikely that they could produce machinery as good as that already produced by the mini factories. □

CMC CALIFORNIA FOUR-STROKE CHAMPIONSHIPS

1.	Ricky Johnson	1-1
2.	Eric McKenna	2-2
3.	Ron Turner	3-3
4.	Pierre Karsmakers	4-4
5.	Gary Jones	6-5

FLO-PORTED CYLINDERS

NATION'S #1 FLOW LAB

Krause Racing has the largest inventory of racing cylinders in the U.S.A. These are brand new factory barrels fully flow-ported and ready for immediate delivery to you. We can also flow-port your cylinder faster than anyone else in the business. Stock barrels are available too!!

1983 RACER SUPPORT PROGRAM

Krause is preparing a program of support for the sportsman riders of America that is unequalled by any sponsor. Call today for information.

KRAUSE RACING, USA

305 E. NORTH AVENUE • NORTHLAKE, IL. 60164 • (312) 344-2233

IT'S FREE

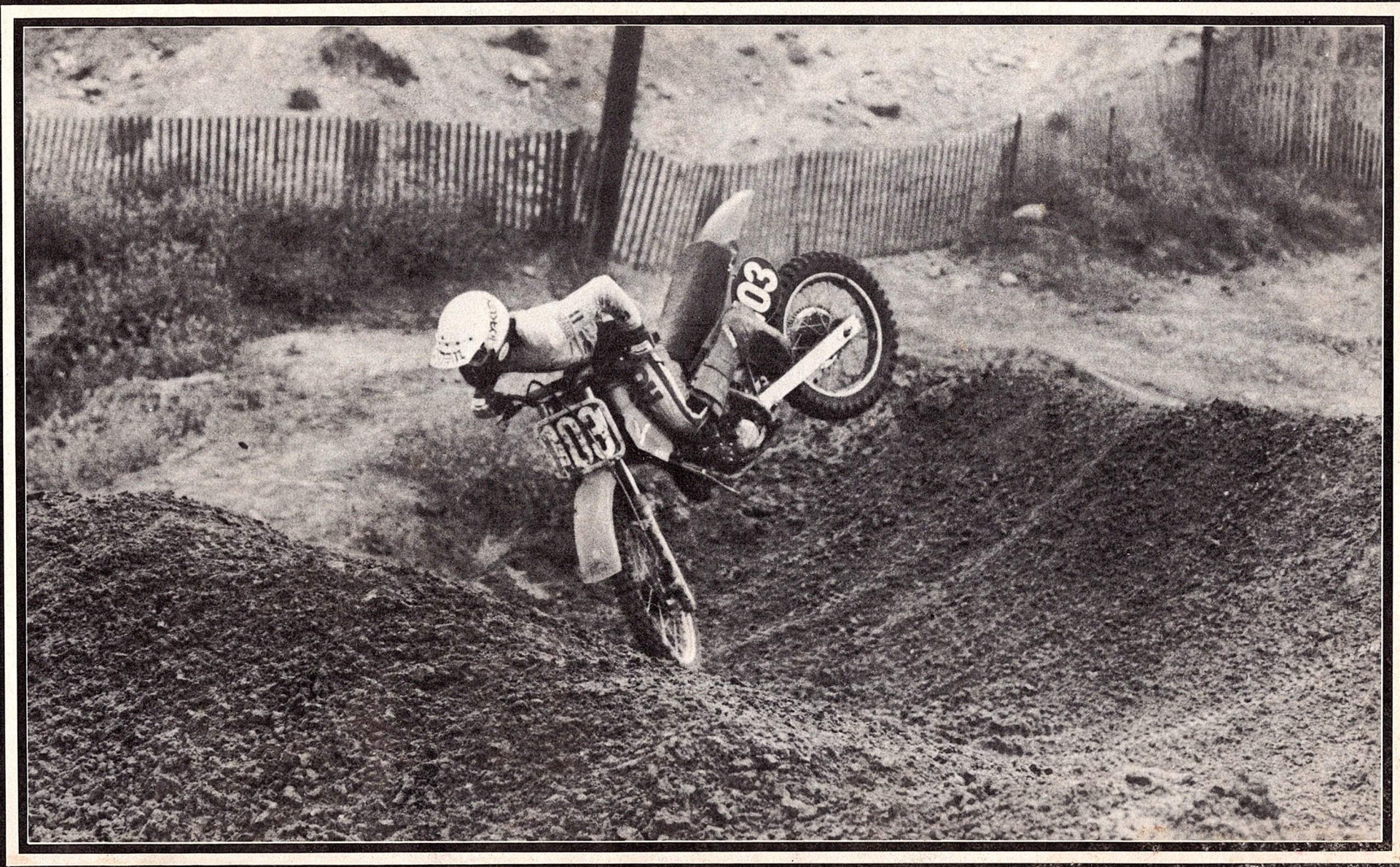
An invitation to the discriminating rider. Crossline cordially invites you to send in the coupon. In return, we will promptly send you our full color catalog full of all the parts, accessories, protective gear and more for your Honda, Kawasaki, Suzuki, Yamaha or Maico. And it's absolutely free. R.S.V.P.

CROSSLINE
motocross products

East: 1956 Progress Road Suffolk, VA 23434
West: 110 E. Santa Anita Burbank, CA 91502

Name _____ State _____ Zip _____
Address _____
City _____

Berm Shot



"Oh no, it's a triple jump, not a double!"

Photo by Ketchup Cox

INTRODUCING A NEW ERA IN MOTOCROSS BOOT DESIGN

The All New Malherbe Boot from Axo of Italy. Its new technologically advanced design makes this boot the ultimate in comfort and protection. The Malherbe Boot is now being used by many top European Grand Prix riders.
Available in Blue/Red, Red/Yellow, Black/Yellow and Blue/Yellow in sizes 6-13. Price $ 159.95

MOTO-X FOX

MOTO-X FOX 520 McGlincy Lane, Campbell, CA 95008 • (408) 371-1221 Outside California order Toll Free and Charge It. (800) 538-6854

O'NEAL U.S.A.

O'NEAL U.S.A. 9555 Owensmouth Avenue, CA 91311 • 998-1049 Outside California order Toll Free and Charge It. (800) 423-5002

AURORA CYCLE SUPPLY

AURORA CYCLE SUPPLY P.O. Box 433, Ontario, Canada L4G, 3L5 (416) 727-6075

AXO

DATSUN 4x4
4-WHEEL MOTORCYCLE

1982 DATSUN LONG BED. HIGHEST MINIMUM GROUND CLEARANCE IN ITS CLASS.

Floor it, climb it, ride it. The gutsy Datsun Long Bed 4 x 4 can plow through just about anything dirt bikes can. And carry two of them along for the ride, tailgate up, in a welded steel bed that keeps going for almost 7½ feet... on a suspension that four-by-fours its way over rocks with the highest minimum ground clearance in its class.

Under the hood, a 2.2-liter overhead-cam NAPS-Z hemi churns up more power than any Datsun truck ever. Yet it sips gas so slowly, over 400 miles will roll by before you need a refill.*

554	435
MILES EST. HWY RANGE	*MILES EST. RANGE
28	22
EPA EST. HWY	EPA EST. MPG

*Range estimates based on EPA est. mpg. and hwy mpg. multiplied by 19.8 gal. tank. Use est. mpg. for comparison, your mileage may differ depending on speed, trip length and weather. Hwy mileage and range will probably be lower. California mileage and range lower.

FREE OFFER

"Datsun Guide to Bootstrap Businesses." Pick up yours from any Datsun dealer or send $2 check or money order to cover postage and handling to: Datsun Guide to Bootstrap Businesses, P.O. Box 10799-A, Des Moines, Iowa 50340. Allow 6 weeks for delivery.

FROM ONE TOUGH CUSTOMER TO ANOTHER

DATSUN
WE ARE DRIVEN

Product of NISSAN

THE NAME OF QUALITY
NISSAN
NISSAN MOTORS

© 1982 NMC-USA